FIRST IN THE FIELD!

Offshore

The Marine Oil OPERATIONS Journal

New Deal In The Persian Gulf See Page 17

JET SPEEDBOAT

Record Breaker

Donald Campbell of England is the world's record-breaker for speed in a jet-powered boat. He traveled 225.36 miles per hour in a test on Lake Coniston in England on September 19, 1956.

Meet Another

RECORD-BREAKING JET*

Security's jet bit S3-J wins increasing favor with Louisiana Gulf Coast drilling contractors.

Drilling Superintendent James Sharon (left) Continental Drilling Company, Inc., New Orleans, aboard one of Continental's drilling barges, "talks it over" with Security's Leroy Guidry.

Says Sharon, "We bought our first S3-J in Louisiana, about three years ago. Our rigs run more than 50% Security. Your rigside service can't be beat; and bit performance matches service." Good reasons why Security is *now 2nd in sales!*

Wherever you drill, experience that plus + bit of Security, product of vanguard engineering . . . sterling quality . . . worldwide uniformity . . . matchless rigside service!

*S3-J Illustrated

Security®

ENGINEERING DIVISION

DALLAS, TEXAS • WHITTIER, CALIFORNIA

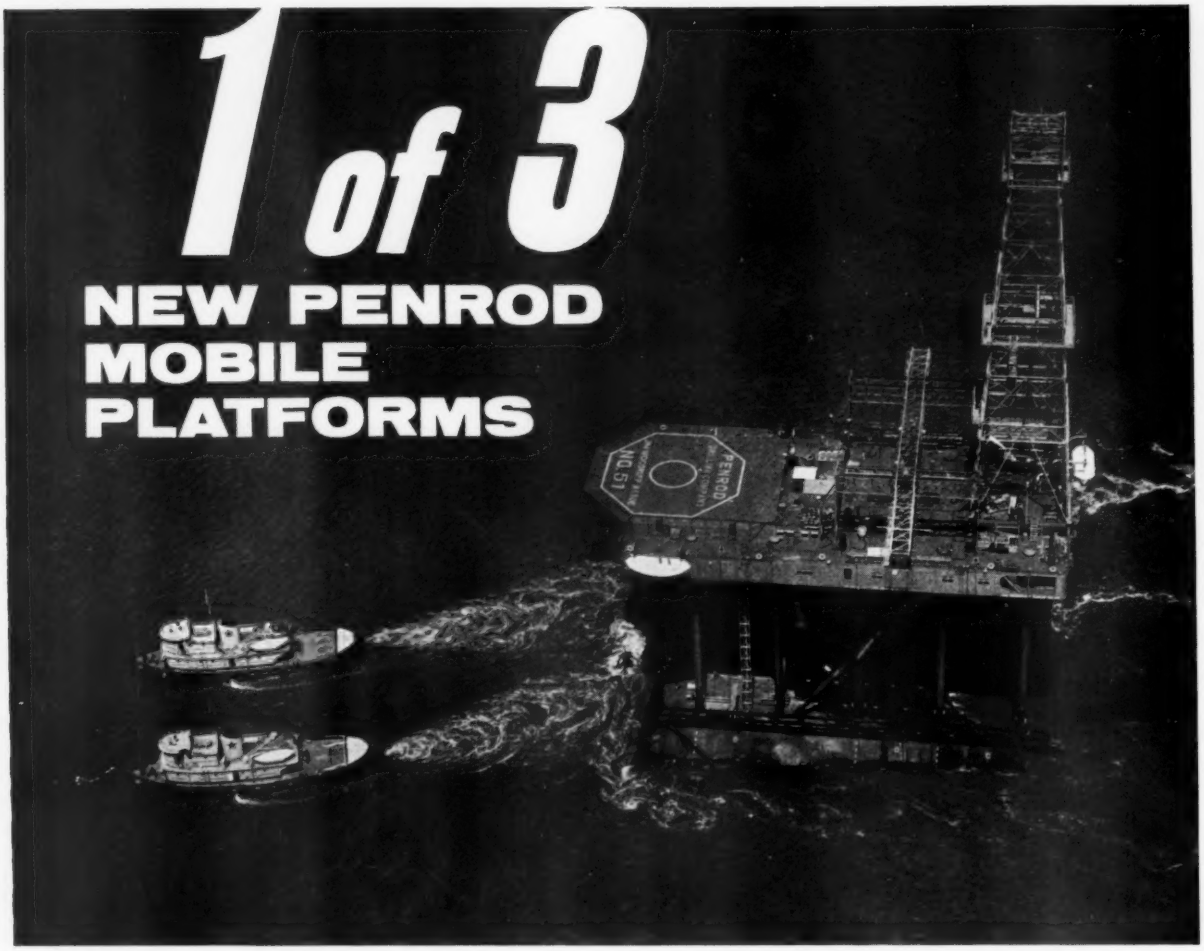
EXPORT OFFICE: P. O. BOX 13647, DALLAS, TEXAS

CANADA: Security Engineering Canada, Ltd., Edmonton, Alberta, Canada
W. HEMISPHERE: Security International, C.A., Caracas, Venezuela
E. HEMISPHERE: Security International, C.A., London, England

Write today for free booklet illustrating and describing 39 record-breaking sports achievements.

1 of 3

NEW PENROD MOBILE PLATFORMS



Built to operate in 75 foot water—powered for 20,000 foot drilling—equipped with submersible float for complete mobility, Penrod's "Jim Woodruff," and its two companion platforms offer a new efficiency to any offshore drilling program.

And on all Penrod rigs:

CONTINUOUSLY IMPROVED EQUIPMENT AND METHODS
THOROUGHLY EXPERIENCED ORGANIZATION
INDIVIDUAL SUPERVISION OF EACH RIG
2-WAY RADIO ON ALL EQUIPMENT
MODERN HOUSING FOR OPERATING PERSONNEL
HIGH PRESSURE PUMPS
USE OF MAXIMUM DRILL COLLAR WEIGHT

FOR MORE
HOLE
PER
DOLLAR
•
ON LAND
ON
INLAND WATERS
OFFSHORE

CALL, WIRE OR WRITE TODAY

PENROD DRILLING COMPANY

J. P. (Jack) Johnson, Drilling Superintendent

TELEPHONE 3-1601

418 MARKET STREET SHREVEPORT, LOUISIANA

PENROD
LAND AND SEA
DRILLING COMPANY

USE THIS CARD
To Subscribe to

USE THIS CARD

To Subscribe to
Offshore

. . . and let us bill you later.

$2.00 FOR 1 YEAR . . .
$3.00 FOR 2 YEARS
. . . $3.00 1 YEAR FOREIGN,
$5.00 2 YEARS

FIRST CLASS
Permit No. 14
(Sec. 34.9 P. L. & R.)
Conroe, Texas

BUSINESS REPLY CARD
No Postage Necessary if Mailed in the United States

POSTAGE WILL BE PAID BY

OFFSHORE
The Marine Oil Operations Journal
P. O. BOX 977
CONROE, TEXAS

Offshore

SUBSCRIPTION CARD

(Or to Report Change of Address)

P. O. BOX 977
CONROE, TEXAS

Gentlemen:

☐ Please enter my subscription for one year and bill me for $2.00
☐ Please enter my subscription for two years and bill me for $3.00
Foreign—$3.00 per year, $5.00 for two years
☐ Please change my address to:

Name.....

Occupation.....

Company.....

Address.....

.....

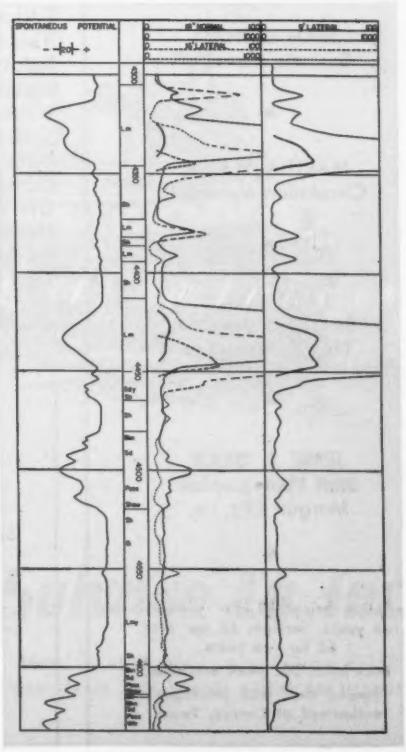
USE THIS CARD

To Subscribe to
Offshore

. . . and let us bill you later.

$2.00 FOR 1 YEAR
$3.00 FOR 2 YEARS
. . . $3.00 1 YEAR FOREIGN,
$5.00 2 YEARS

PRODUCTION GUIDES



Welex Open Hole Services include every tool and service necessary for supplying the information you need in the prediction of production of your well. Coupled with the most complete line of open hole services are interpretive techniques unequalled in the oil fields of the world. These Welex-designed and engineered services and Welex-trained interpretation experts are your best guides to production:

Electric Logging • Induction Logging • Guard Logging
Contact-Caliper Logging • FoRxo Logging
Caliper Logging • Formation Tester • Side Wall Coring
Dipmeter Logging • Drift Logging

These production guides and the top-flight on-the-job service you get on every well already have earned the confidence of oil men everywhere.

WELEX, INC.

General Offices: Fort Worth, Texas

Division offices in Dallas, Denver, Houston, Los Angeles, Midland, New Orleans, Tulsa and Wichita. Districts in all major oil centers. Subsidiaries in Canada, Peru and Venezuela.

USE THIS CARD

Published Monthly By
Industrial Trade Publications
Telephone PLeasant 6-2427
CONROE, TEXAS

VAC
Member, Verified Audit Circulation

Address all communications to:
OFFSHORE
P. O. Box 977
Conroe, Texas

JOHN H. LATHAM
Publisher

TOM V. SNEED
Editor

ORVILLE SCOTT
Managing Editor

JIMMIE C. EDWARDS
Art Editor

JEAN LATHAM
Business Manager

MARTHA SLAVIK
Circulation Manager

JACK BEECH
Staff Photographer
New Orleans, La.

JESSE T. GRICE
Staff Photographer
Morgan City, La.

Subscription price: $2 per year, $3 for two years. Foreign, $3 per year, $5 for two years.
Back issue, 50c when available.
Second class mail privileges authorized at Conroe, Texas

THIS MONTH OFFSHORE

New Deal For The Persian Gulf ... 17
California's First Fixed Platform Ready To Go ... 18
Floating Core Drilling Barge To Drill First Test Off Peru ... 21
Offshore Sulphur Mining To Start In Gulf Of Mexico ... 21
Texas Company To Drill In Long Disputed Lease 340 ... 21
New York Natural Spuds-In First U. S. Lake Erie Test ... 22
Second Seadrill Launched ... 31
Brown & Root's New Giant Pipe Laying Barge ... 33
Lay Barges For Lake Maracaibo ... 48
Reagan Builds New $1 Million Barge For 13 ... 50
Controlled Platform Launching Barge ... 51
Survival Offshore ... 76

SPECIAL CORROSION SECTION

Corrosion Control In Offshore Operations ... 39
Wrought Iron Beats Corrosion Offshore ... 43
Sulfonates As Rust Preventatives ... 47

SHIPYARDS

Versatile New 1700-HP Tug Built By Gulfport For Caltex ... 59
Arthur Levy Acquires New 87-Ft. Cargo-Crew Vessel ... 59
Equitable Building 16 Boats For Oil Exploration In Brazil ... 60

EXPLORATION

New Rig's First Well A Triple Producing Discovery ... 65
Wildcat Finaled as Gasser By Union Oil of California ... 65
Sun Group's 2 New Oilers Total 1200 Barrels Daily ... 66

DEPARTMENTS AND FEATURES

Ad Index ... 6
Way Offshore With The Publisher ... 9
Editorial ... 12
This Month Offshore ... 21
Industry Items ... 29
Mobile Units, Tenders, Self-Contained Platforms ... 53
News From The Shipyards ... 59
Service Personalities In The News ... 61
New Products And Literature In The News ... 63
Exploration ... 65
Offshore Locations and Completions ... 67
News and Views of Finance ... 73
Oil Man's Calendar ... 75
Slush Pit ... 78

ADVERTISING

JOHN H. LATHAM
Publisher

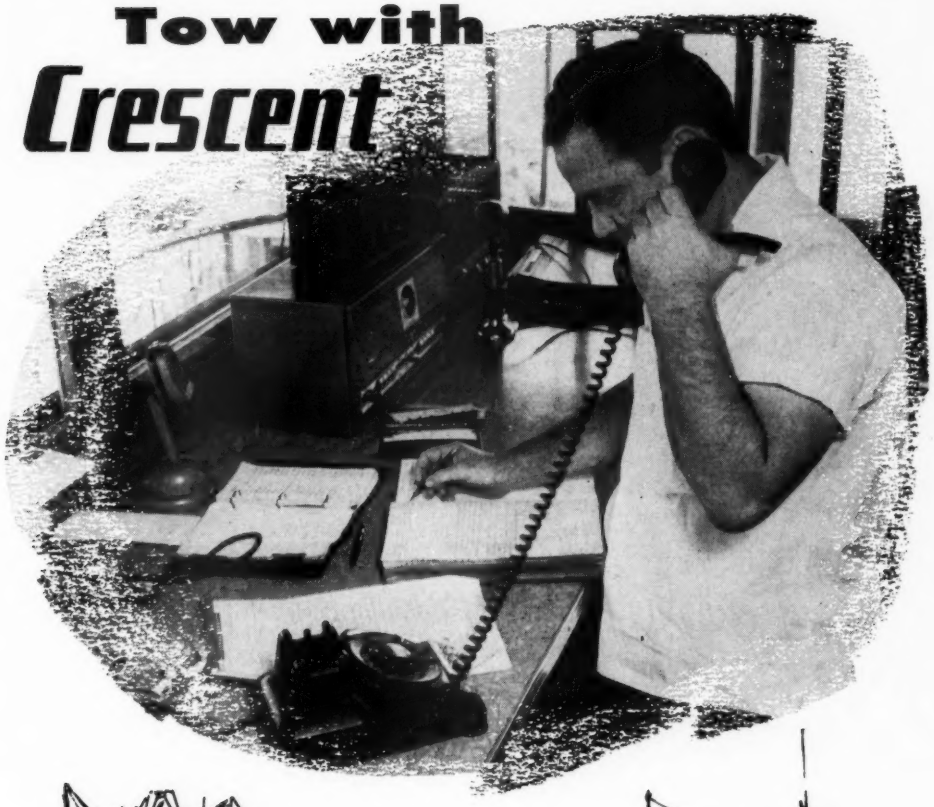
REPRESENTATIVE:
DOUGLAS MAGINNIS
Associate Publisher
530 International Trade Mart
Phone JAckson 5-6961
New Orleans, La.

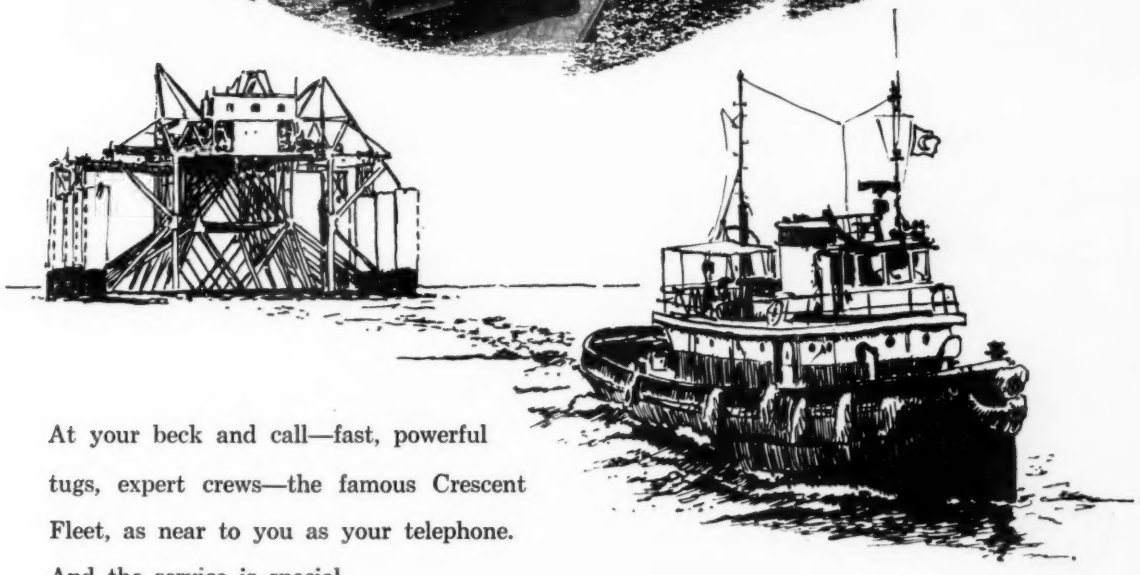
MARY COX
Production Manager

REPRESENTATIVE:
JESS M. LAUGHLIN CO.
West Coast Representative
3757 Wilshire Blvd.
Phone DUnkirk 3-7697
Los Angeles 5, Calif.

REPRESENTATIVE:
DAVID G. WALKER
Vice-President
Phone PArkview 3-3027
Houston, Texas

Stand by with speed . . .
Tow with *Crescent*





At your beck and call—fast, powerful tugs, expert crews—the famous Crescent Fleet, as near to you as your telephone. And the service is special.

CT&S

Crescent Towing & Salvage Co., Inc.

625 Hibernia Bldg., New Orleans 12 • FOrest 6-1521

FIRST IN TOWING THROUGHOUT THE GULF, CARIBBEAN AND SOUTH AMERICAN WATERS

YOU'RE THE
BIG
FROG
IN OUR POND!

It's better to be a BIG frog in a little pond than a LITTLE frog in a big pond.

We have no *unimportant* customers, whose orders stand by while bigger accounts get service preference. Yet we're big enough to handle any job.

Do business where your business is important. For pipe, casing, pipeline supplies, pontoons, piling, field welding . . . call on KANE . . . and get "big frog" attention — every time.

for every purpose

Convenient location for prompt delivery in the Gulf, or to any major oilfield.

KANE
BOILER WORKS, INC.
311—27th, Galveston, Texas
Phone SO 3-2401 Houston: CA 2-7759

ADVERTISERS' INDEX

Accredited Personnel Services, Inc. 77
Adams & Porter 67
Amercoat Corp. ..... Inside back cover
AGENCY—Anderson-McConnell Adv. Agency
American Hoist and Derrick Co. 14
AGENCY—Erwin Wasey, Ruthrauff & Ryan, Inc.
Bedell & Nelson Engineers 75
Begnaud Marine Service 60
AGENCY—S. L. Brown & Associates
Berwick Shipyard & Drydock Co. 66
Bludworth Shipyard, Inc. 58
Boehck Engineering Co. 24
Boston Metals Co. 77
AGENCY—Maurice Chessler Co.
Brady Engine Co. 73
Breaux Bay Craft, Inc. 44
Byrne & Rice Supply Co. 68
AGENCY—Stone-Stevens, Inc.
Calcasieu Shipbuilding Corp. 62
Cameron Iron Works ..... 35, 36, 37 and 38
AGENCY—Boone and Cummings
Cenac Towing Co. 73
Charleston Rubber Co. 68
AGENCY—Advertising Service Agency
Clyde Iron Works ..... Back cover
AGENCY—Graves & Associates
Coastal Casting Marine Service 77
Consmar Corp. 67
AGENCY—Stone-Stevens, Inc.
Continental-Emsco Co. 19
AGENCY—Rogers & Smith Adv.
Crescent Towing & Salvage Co. 5
AGENCY—Godwin Adv. Agency
Daly-Contracting de Venezuela 74
Danforth Anchors 12
AGENCY—Conley, Baltzer & Steward
Dantzler Boat Rental Co. 72
Arthur D. Darden 75
Dreyfus Supply & Machinery Corp. 71
Drilling Specialties Co. 26
AGENCY—Lambert & Feasley, Inc.
Eastman Oil Well Survey Co. 41
AGENCY—Ted Workman Adv.
Elliott Marine Divers 72
Equitable Equipment Co. 69
Eustis Engineering Co. 75
Excess-Surplus Lines, Inc. 58
F & L Industrial Electronics Service 73
Edwin H. Fitler & Co. 54
AGENCY—Hansell-Zook, Inc.
Foods and Services, Inc. 64
AGENCY—Radlauer & Caire Adv. Agency
Forster Shipbuilding Co. 54
G & H Towing Co. 16
AGENCY—Darwin H. Clark Co.
Dean Gano & Co. 34
Gardin Offshore Boat Co. 77
L. F. Gaubert & Co. 75
Geer Studio 70
General Marine Corp. 78
AGENCY—Bauerlein, Inc.
George Engine Co. 15
AGENCY—Whitlock, Swigart & Evans Inc.
Grant Oil Tool Co. 8
AGENCY—L. J. Swain, Adv.
Gulfport Shipbuilding Corp. 60
Morris Guralnick 75
Hardin and Ferguson, Inc. 72
AGENCY—Godwin Adv. Agency
Hardy-Griffin Engineering Corp. 30
AGENCY—Ullrich & Brown
L. K. Homyer 75
International Paint Co. 55
AGENCY—E. M. Freystadt Associates
Thomas Jordan, Inc. 71
AGENCY—Whitlock, Swigart & Evans, Inc.
Kane Boiler Works 6
AGENCY—Earl Llewellyn Adv. Agency
Kennedy Marine Engine Co. 74
Langham, Langston and Burnett 44
Levingston Shipbuilding Co. 20
AGENCY—Erwin Wasey, Ruthrauff & Ryan, Inc.
MacClatchie Mfg. Co. 9
AGENCY—L. J. Swain, Adv.
McDonough Marine Service 58
McIntosh Electric Supply Co. 73
Robert H. Macy 75
Maracaibo Marine Service C. A. 64
Marine Catering Service, Inc. 25
AGENCY—Leslie Adv.
Marine Service Co. 66
Maritime Insurance Agency 56
AGENCY—Leslie Adv.
Marsh & McLennan, Inc. 22
AGENCY—Stone-Stevens, Inc.
Mechanical Equipment Co. 11
AGENCY—Stone-Stevens, Inc.
Micheletti Brothers 62
Lee C. Moore Corp. 45
AGENCY—Paul Locke Adv., Inc.
Penrod Drilling Co. ..... Inside back cover
AGENCY—Goodloe Stuck Adv. Agency
Petroleum Distributing Co. 62
AGENCY—Leslie Adv.
The Photo Mart 70
Pittsburgh Coke & Chemical Co. 7
AGENCY—W. S. Walker Adv., Inc.
E. Emile Rackle Communications 71
Radio Corp. of America 10
AGENCY—Al Paul Lefton Co.
Reading & Bates Offshore Drilling Co. 46
AGENCY—Benton Ferguson and Associates
Reagan Equipment Co. 42
AGENCY—Leslie Adv.
Reagan Tool Co. 57
AGENCY—Leslie Adv.
Reed Unit-Fans, Inc. 74
AGENCY—Whitlock, Swigart & Evans, Inc.
Robin Boat Rental Service, Inc. 56
Security Engineering Division ..... Front cover
AGENCY—The McCarty Co. of Texas, Inc.
Southern Marine & Aviation Underwriters 53
AGENCY—Robert Kottwitz Adv.
Thomas L. Stanley, Jr. 75
Steiner Insurance Agency 60
Nolty J. Theriot, Inc. 32
Unit Crane & Shovel Corp. 23
AGENCY—Paulson-Gerlach & Associates
United Aircraft Corp. 13
AGENCY—Lennen & Newell, Inc.
Universal Services of Texas 50
Capt. John F. Vandegrift 75
Wallace & Tiernan, Inc. 28
AGENCY—Branstater Associates, Inc.
Welex, Inc. 3
AGENCY—Evans & Associates
H. Newton Whittelsey, Inc. 75
John L. Wortham & Son 64
AGENCY—Boone and Cummings
Yale Sales Co. 27
AGENCY—W. L. Culver Adv. Service

TARSET Supplied to Avondale by Pat O'Neal Enterprises, Harvey, La.

Fast Drying TARSET® K.O.'s Salt Water Corrosion—Cuts Costly Dry Dock Time

PROTECTION of marine equipment against salt water and sea atmosphere has always been one of the corrosion engineer's toughest problems. For some time now Avondale Marine Ways Inc., at its Harvey, La. Quick Repair Plant, has been coating tug boats, crew boats, barges and offshore rigs with *Pitt Chem* "TARSET." Subsequent dry dock inspections of the coated vessels have shown a marked improvement over coatings previously used.

Fast-drying TARSET reduces dry dock time considerably. A two coat application is used where five to seven applications of other coating compounds were formerly required. And TARSET's set-up time of four to six hours eliminates long delays between coats.

TARSET, a patented coal tar-epoxy resin coating, has a four year record of *proven* protection against salt water, oil brines, hydrogen sulfide, petroleum crudes and other corrosive chemicals. It is the toughest, hardest, most durable cold-applied coating ever produced from coal tar.

There's a good chance you can solve some of your "impossible" marine corrosion problems with *Pitt Chem* TARSET. *Contact your local Pitt Chem Distributor for full information about* TARSET.

Think First of the Coatings that Last!

★ **PITT CHEM**
Coal Tar Coatings

★ **PITT CHEM**
"Insul-Mastic" Gilsonite Coatings

★ **PITT CHEM**
"Tarset" Coal Tar-Epoxy Resin Coating

PITT CHEM Industrial Coatings are available through leading Industrial Distributors. See the "Yellow Pages."

WSW 7144

PROTECTIVE COATINGS • COAL CHEMICALS • PLASTICIZERS • ACTIVATED CARBON • COKE • CEMENT • PIG IRON

GRANT 3-BLADE WALL SCRAPER

This Meeting of GRANT SPECIALISTS *was Important to* YOU!

There is nothing in the field today to equal the Grant 3-Blade Wall Scraper for positive, controlled scraping under the toughest hole conditions.

But the Grant Wall Scraper was no overnight development. Grant men in the oil patch, in engineering and in manufacturing contributed their own highly specialized knowledge and long experience solving oil field problems to design, build, test and perfect this tool for you.

Specialization in down-hole equipment for over 30 years is just one more reason why you can steadily look to Grant for tools to help you drill wells *better*, for less.

Write for Bulletin 60

GRANT

OIL TOOL COMPANY

Main Office and Plant:
2042 EAST VERNON AVENUE, LOS ANGELES 58, CALIFORNIA

AVENAL, BAKERSFIELD, COMPTON, VENTURA, WILLOWS, CALIFORNIA • HARVEY, HOUMA, LAFAYETTE, LOUISIANA • LIBERAL, KANSAS • FARMINGTON, HOBBS, NEW MEXICO • NEW YORK, NEW YORK • OKLAHOMA CITY, OKLAHOMA • HOUSTON, ODESSA, TEXAS • CASPER, WYOMING

Way offshore . . .

With the Publisher

WELL, IF somebody wants to pump us full of a good blended liquid feed, slightly chilled, react us with a blonde catalyst at more than normal temperature — we might come up with some petrochemical formulas that would amaze you!

As it is, the only column we're fracturing is this one. We'll even admit that up until we started our companion "rag" to **Offshore,** with the title of **Petrochemical Industry,** we had the notion a "reformer" was an old gal with a hatchet who broke up beer kegs.

But now we're smarter. You might even call us effluent, to make a petrochemical pun.

So while we're on-stream, we'll mention that our Annual Marine Drilling and Producing Edition is coming up—August 20—and that it'll be so jam-packed with marine oil information that nobody in the business should be without one. It's guaranteed handy for either doghouse or pilothouse.

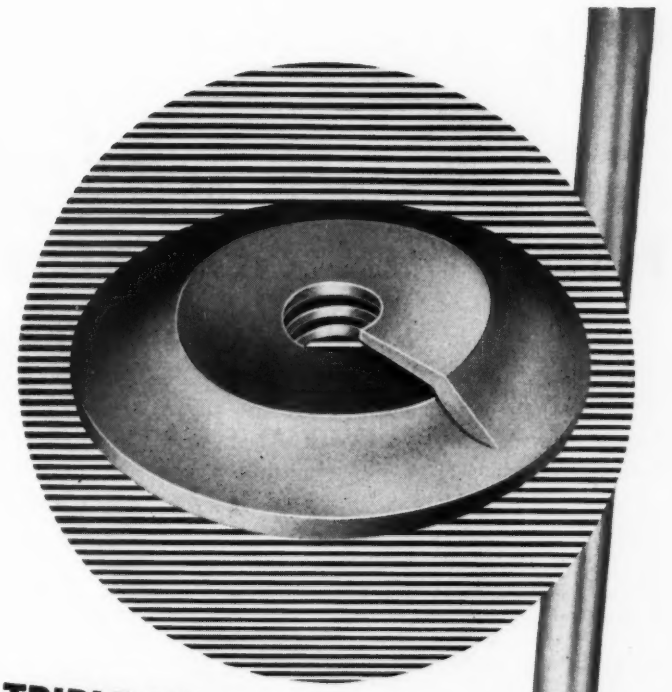
You know, a lot of folks have the misguided notion that the offshore industry is restricted to the Gulf of Mexico. But with marine drilling spreading all up and down the Gulf and Caribbean, and with Lake Maracaibo booming, the Gulf off Texas and Louisiana is only a small part of it.

Then there's South Louisiana.

That fabulous, storied, up-and-coming oil and muskrat country is practically all offshore! At least, as far as drilling and producing operations are concerned. The big offshore rigs may cost millions, and corner most of the newspaper and magazine space. But as one enthused writer said, "South Louisiana seems to be floating on a sea of oil," and day in and day out the shallow-water drilling rigs outnumber the big ones out in the Gulf.

So—read all about it August 20! In **Offshore,** dang it!

Long John Latham



TRIPLE WIPING ACTION!
TRIPLE SAVINGS!
THE MacCLATCHIE SPIRO-WIPER

Here's the wiper that cleans drill pipe *clean!*

The MacClatchie Spiro-Wiper with triple wiping lips, molded in a spiral for flexibility without tearing, never "skips" over tool joints, collars or large diameter tools. Spiral lip design prevents clogging—mud drops into the casing where it belongs.

Made of tough, reinforced oil and abrasion resistant rubber throughout, the MacClatchie Spiro-Wiper is reversible for even longer service, greater savings. It's made for all popular rotary tables and in all API drill pipe sizes for all your requirements.

See Your Nearest MacClatchie Representative

MacCLATCHIE
MANUFACTURING COMPANY
A Subsidiary of Grant Oil Tool Company
2120 NORTH ALAMEDA, COMPTON, CALIFORNIA

CALIFORNIA · WYOMING · FOUR CORNERS · KANSAS · LOUISIANA · TEXAS · NEW MEXICO · OKLAHOMA · NEW YORK

WORLD LEADER IN MARINE RADIO EQUIPMENT

New

High Performance RCA Radar

with dual pulse length...

for sharper pictures close in

and longer range far out!

A versatile new shipboard radar—the RCA Radiomarine CR-107—operates with equal efficiency as close in as 20 yards minimum, or far out to the 32-mile maximum!

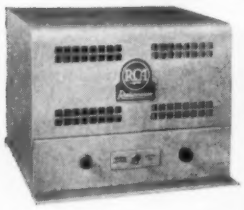
Here's performance-plus! Dual pulse length provides shorter pulses (1/10 microsecond) on 1, 2 and 4 mile ranges for sharper pictures and best minimum range to pick up low lying targets in river and harbor navigation . . . longer pulses (4/10 microseconds) at 12 and 32 miles for increased range, stronger targets when navigating at sea or making landfalls. Receiver bandwidth switched automatically with pulse width. Convenient 10-inch scope delivers easily readable, map-like display. Ideal for navigating, position-finding and anti-collision service.

Here's economy-plus! Space saving, lightweight design—unit contained in one binnacle-type cabinet. Requires less than 2 square feet of deck space. Peak power with lowest power drain. Built-in tune-test meter for quick maintenance checks. In performance, in price, insist on a look at RCA's CR-107 Shipboard Radar.

Let us send you free information on how RCA Radar can upgrade your operational efficiency and profits!

IMPORTANT OPERATING FEATURES: **DUAL RECEIVER BANDWIDTH • PREFERRED 3.2 CM SUPER HIGH-FREQUENCY BAND • 7 KW PEAK POWER • NO WAVEGUIDE REQUIRED • 1-2-4-12-32-MILE RANGES • CHOICE OF ANTENNA (OPTIONAL) FOR SPECIFIC APPLICATIONS • OPTIONAL 1.3 AND 1.9 DEGREE HORIZONTAL BEAM WIDTH**

SEE THESE *New* RCA "WORKHORSES" FOR THE WORKBOAT FLEET



RCA Rate-of-Swing Indicator (CRM-G1A)—new RCA "Swing-O-Meter" enables precision maneuvering of barge tows, lighters, carfloats, etc. Indicates rate-of-turn or swing of *any* vessel up to 0.5 degrees per second to port, starboard, or straight course.

RCA Model ET-8060—new, versatile 20-channel radiotelephone. Designed for remote push-button channel selection. Frequency range 2 to 9 mc or 1.650 to 9 mc. FCC type accepted.

GYRO/POWER SUPPLY • MAIN INDICATOR-CONTROL • AUXILIARY INDICATOR FOR RADAR MOUNTING

RADIO CORPORATION of AMERICA

RADIOMARINE PRODUCTS

75 Varick Street, New York 13, N.Y.

Radiomarine

Tmk(s)®

NOW, FRESH WATER FROM SEAWATER AT PRACTICALLY NO COST!

Yes, The Moon Really Is Made Of Green Cheese.

Claims to produce drinking water at about 1¢ per barrel are in the same imaginative category. We believe it is time for those making such statements to give realistic information to the interested public. Wild claims do a disservice to both public and industry.

Over the past 20 years, MECO has built almost every type evaporator (flash, triple effect, forced circulation, high concentration, thermocompression, etc.), and we know some of the statements being made today are, to be charitable, highly wishful thinking.

"Cost" studies sometimes omit capital costs of such vital items as heat exchangers, boilers, instrumentation, material specifications, etc.

Even installation costs (which can be quite sizeable with some types of equipment) are sometimes "overlooked" when determining the initial investment. But the subject of purchase and amortization is too lengthy for discussion here. Instead, we invite you to examine these ***realistic*** figures of ***operating costs only*** and form your own opinion of "practically free" water.

APPROXIMATE DAILY COST TO OPERATE MACHINERY RATED AT 10,000 GALLONS PER DAY OF FRESH WATER.

COST ITEM	THERMOCOMPRESSION TYPE	FLASH TYPE WASTE HEAT
1. Diesel fuel at 11¢ per gallon	$ 6.00	$ 0.00
2. Electricity at 2¢ per KWH	.00	6.72
3. Lube Oil at 80¢ per gallon	.38	.07
4. Acid for chemical cleaning	2.10	.35
5. Parts for maintenance and repair	4.00	3.00
6. Operating labor	3.00	3.00
Average daily cost:	$15.48	$13.14
Average daily output of water over an extended period, in gallons:	9,600	5,000
Operating cost per 1,000 gallons of water produced:	**$ 1.61**	**$ 2.63***

**If auxiliary heating devices are employed to maintain or increase output, because of insufficient engine load, or because of low seawater temperature, this figure may rise to $4.50 or more.*

An important factor, frequently disregarded, is that costs ***per thousand gallons*** must be calculated on ***actual output***, not ***rated output.***

For instance, the true output of a flash-type waste heat evaporator may average ***less than half*** of its theoretical capacity. This output figure is strictly dependent on the horsepower load of other equipment; but substantially the same operating costs continue, regardless of output. On the other hand, thermocompression hourly output is a fixed, steady figure. These points should be remembered when examining a rose-colored publicity outburst. Continuous hard work and research will eventually lower today's costs. However, to count, lower costs have to be attained with equipment in field operation; not just in advertisements.

MECHANICAL EQUIPMENT COMPANY, INC.

861 Carondelet Street **New Orleans 12, La.**

Drawing from basic patent 2,320,966
granted June 1, 1943

When you buy a

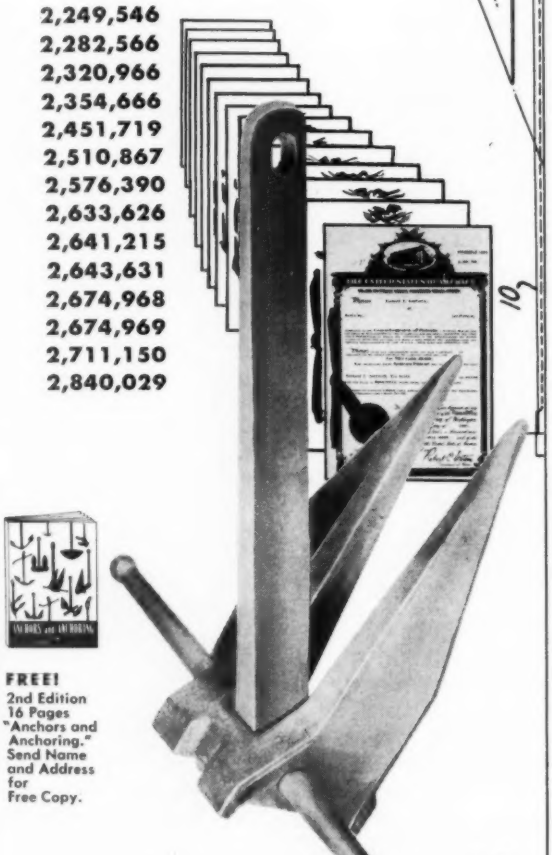
DANFORTH®

BRAND OF LIGHTWEIGHT TYPE

ANCHOR

You are buying
an exclusive product
protected by
these patents

2,249,546
2,282,566
2,320,966
2,354,666
2,451,719
2,510,867
2,576,390
2,633,626
2,641,215
2,643,631
2,674,968
2,674,969
2,711,150
2,840,029



FREE!
2nd Edition
16 Pages
"Anchors and
Anchoring."
Send Name
and Address
for
Free Copy.

DANFORTH ANCHORS
The World's Finest

2147 Allston Way, Berkeley 4, Calif.

Competition and Technology bring . . .

Gradual Economy Offshore

The formidable combination of increased competition, continuously improving technology, and a firm supply of experienced and well-trained personnel have been lowering operating costs of marine oil operations throughout the world for some time. Now an even more definite factor has joined to provide additional incentive for producers to increase overwater drilling activity.

Price reductions for rock bits and for drilling muds have been announced by manufacturers—and suppliers of other material and services have lowered some prices and announced future reductions.

Every phase of offshore operations becomes more competitive each month. New mobile units, crewboats, tugs, and supply barges are commissioned each month. Many are additional equipment for long-established operators, but many are also initial equipment for new companies or companies that are making their first entry into the offshore industry.

And each new piece of equipment put into service has improvements and refinements built into it as naval architects, marine engineers, and shipbuilders endeavor to provide a better product at a lower cost.

Technical services such as oil analysis, pipeline surveying, production equipment, and automation components are all far better developed and less costly than in earlier years when everything in offshore use was pioneering its field.

And while technology has progressed, so have the offshoremen who operate the equipment used in the search for offshore oil and gas. Entire companies as well as individual craftsmen and technicians have acquired newly developed skills and techniques, and today there is no longer a critical shortage of competent offshore personnel. Years of experience, coupled with intensive training programs, has instilled knowledge, not only of the usual oilfield trades and practices, but also in areas that are peculiar to marine oilfields—marine survival, severe corrosion, unique transportation, unusual feeding and housekeeping problems, hurricane procedures, and countless other phases of everyday offshore life that are similar to those of several other industries, yet not identical with any of them.

As new leases are awarded, offshore areas will move into deeper waters, and as additional factors present themselves to contribute to more efficient and more economical operations, producers will present themselves to seek oil in these deepwater areas. And for those who measure up to the demands of the rapid continuous progress that characterizes marine oil operations, there will be a place in this constantly expanding industry.

The Editor

SIKORSKYS ARE THE ONLY LARGE HELICOPTERS FULLY PROVED IN COMMERCIAL SERVICE

The only large helicopters thoroughly proved in commercial service are those made by Sikorsky Aircraft.

Only Sikorsky S-58s and S-55s have carried hundreds of thousands of passengers . . . and ton after ton of materials and cargo . . . in private-enterprise operations such as those of oil companies and scheduled airlines.

Sikorskys have also proved their versatility by handling a variety of jobs such as moving heavy steel towers, and lifting machinery, power line poles, and pre-mixed concrete to hard-to-reach places for public utility and construction companies.

Offshore, in the jungle or the Arctic, or wherever other transportation is inadequate, Sikorsky helicopters offer a unique capability to go wherever you need to go, carrying worthwhile payloads. And only Sikorskys have had successful heavy-payload commercial experience to back up their performance specifications. Write for complete information.

SIKORSKY AIRCRAFT
STRATFORD, CONNECTICUT
One of the Divisions of United Aircraft Corporation

STEEL TOWER CONSTRUCTION

A 3,500-pound section of a steel high-voltage transmission tower is carried by S-58 to its inaccessible mountain site north of Los Angeles. In this project, the S-58 flew in crews to prepare 12 tower sites, poured concrete footings from hoppers hung beneath the aircraft, then flew the prefabricated tower sections into position. Many days of construction time were saved.

NEW GUINEA AIRLIFT

Three S-58s are speeding the search for oil in the jungles of New Guinea. Sectionalized oil drilling rigs and all incidental equipment such as the steel mats above were carried to their sites by helicopter, eliminating expensive road building.

Photo; *The British Petroleum Co. Ltd.*

A PAIR OF AMERICAN STIFFLEG DERRICKS will give this nearly completed platform the fast, powerful, dependable lifting equipment that's essential when moving extremely heavy drilling equipment on the rig. American's carefully constructed booms have the long reach *plus capacity* that offshore operations demand.

OFFSHORE PILE DRIVING and platform erection are routine jobs for barge-mounted American Revolver Cranes. These popular cranes—with capacities to 400 tons—serve shipyards and fabricators throughout the world.

VERSATILE AMERICAN CRANES like the 700 Series Crawler (foreground) give shipyards highly mobile lifting power. Specially engineered deck-mounted American Marine Cranes (atop platform) provide fast, safe booming and precise load control. Capacities from 12½ tons.

AMERICAN DERRICKS SELECTED TO HANDLE RIG'S DRILLING MACHINERY

In the offshore drilling industry, equipment gets its roughest treatment, yet must be "on call" 24 hours a day—every day—ready to work without fail! Platform operators have found that American Stiffleg Derricks fulfill their demands for dependable equipment capable of lifting and moving extremely heavy drilling machinery right on the rig!

More than 60 years of design and engineering experience—well over half a century of on-the-job performance in construction and industrial applications has proved the superior quality of this broad line of stifflegs. Teamed with powerful American Hoists, these versatile derricks offer capacities from 2½ to 800 tons and meet every load handling challenge—on platforms, barges and tenders.

American offshore engineering specialists will help you select the proper stiffleg and hoist combination, or the American Marine Crane best suited for your operation. Contact your nearest American Distributor or write directly to:

EXCAVATORS-CRANES to 2 yds.-50 tons
LOCOMOTIVE CRANES to 130 tons
DERRICKS-HOISTS to 800 tons
REVOLVER CRANES to 400 tons

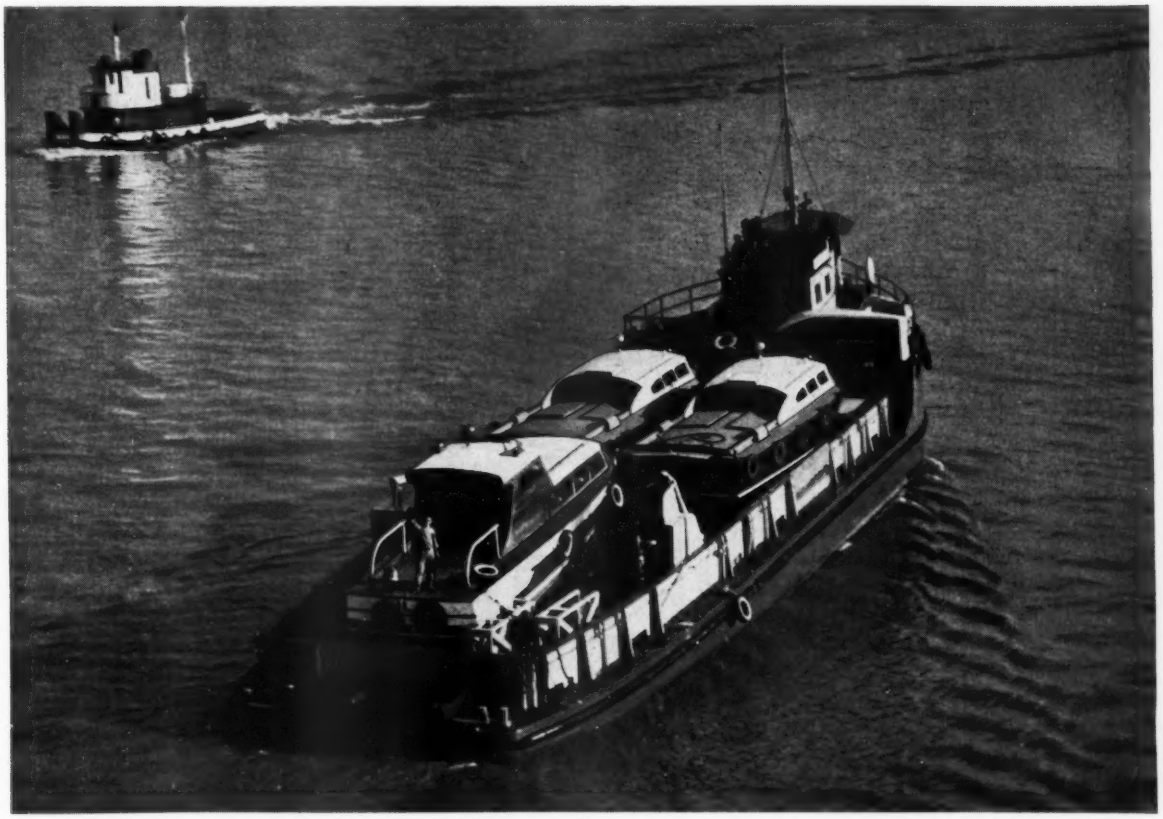
AMERICAN HOIST
and Derrick Company
St. Paul 7, Minnesota

AMERICAN HOIST PACIFIC COMPANY
Special materials handling equipment

CROSBY-LAUGHLIN DIVISION
Drop forged fittings for wire rope-chain

Power-Packaged...by George

FOR USE IN VENEZUELA



Outward bound for South American service . . . this ship and its entire cargo of brand-new oilfield crewboats is entirely powered by GM—the letters that spell "GREAT" and "MAGNIFICENT" in terms of marine performance. George Engine Company made this sale of General Motors diesel power to Tidewater Marine Service, Inc. of New Orleans and their Venezuelan operating subsidiary, Tidewater Marine Service, C.A. (which operates under the trade name of SEMARCA on Lake Maracaibo). Tidewater's fleet now numbers **45 GM diesel powered supply vessels, crewboats and tugs** . . . all designed and powered for top notch marine service.

DIESEL *power by*

George Engine

MARINE • OILFIELD • INDUSTRIAL

HARVEY, LOUISIANA • FILLMORE 1-5641

GM GENERAL MOTORS DIESEL POWER

If it floats,

G&H Can Tow It...
Anytime, Anywhere

The Zapata Off-Shore Company's giant mobile unit "Scorpion" . . . currently in the Bahamas area drilling one of the most expensive test wells ever budgeted in oil industry history . . . was towed from Galveston to Cay Sal Bank location by G & H Towing Company tug "Grampus."

The 3 million dollar, 9 million pound self-elevating floating platform . . . pioneer of three-legged mobile structures in the offshore drilling fleet . . . posed no towing problem for thoroughly experienced G & H offshore towing crews. This 1000 mile tow is typical of their superior performance offshore.

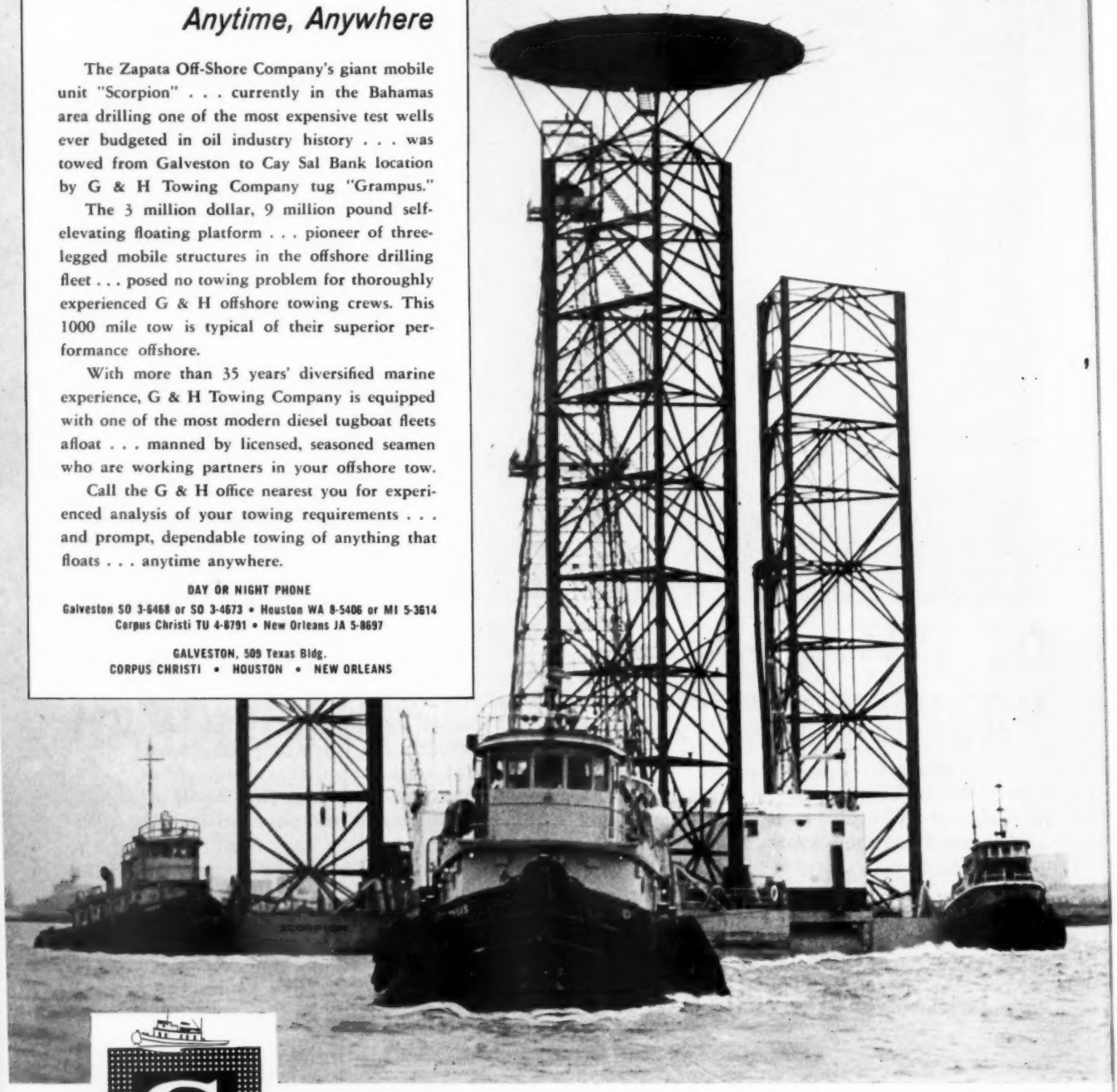
With more than 35 years' diversified marine experience, G & H Towing Company is equipped with one of the most modern diesel tugboat fleets afloat . . . manned by licensed, seasoned seamen who are working partners in your offshore tow.

Call the G & H office nearest you for experienced analysis of your towing requirements . . . and prompt, dependable towing of anything that floats . . . anytime anywhere.

DAY OR NIGHT PHONE

Galveston SO 3-6468 or SO 3-4673 • Houston WA 8-5406 or MI 5-3614
Corpus Christi TU 4-8791 • New Orleans JA 5-8697

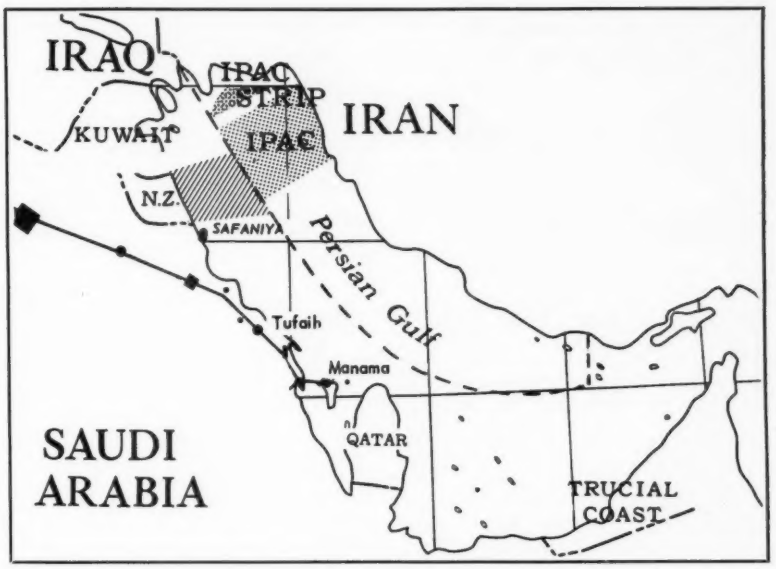
GALVESTON, 509 Texas Bldg.
CORPUS CHRISTI • HOUSTON • NEW ORLEANS



G and H

TOWING COMPANY INC.

FLEET OF MODERN 700 TO 1700 HP TUGBOATS FOR EVERY TOWING REQUIREMENT



Shaded areas offshore from Iran and the Kuwait-Saudi Arabian neutral zone show the two recently leased parcels. Iranian lease contains 6177 square miles while the Japanese lease (Kuwait's share, half, the neutral zone) contains 2890 square miles.

Japan, Indiana Standard win with . . .

New Deal For The Persian Gulf

Kuwait rights acquired with 57-43 profit split
Iran prize parcel brings 75 percent cut plus bonus

Eyes of the oil world last month turned to the Persian Gulf where two of the most jealously sought parcels of offshore lands have been granted at last.

Amazed eyes they often were, for not only did the companies which obtained the leases depart drastically from the traditional 50-50 split, but they set what appear to be all time highs as far as prices paid for oil concessions are concerned.

Standard Oil Company of Indiana gave the industry its first shock when it offered Iran a 75 percent profit split, and attached a $25 million bonus and an agreement to invest $82 million in developing the concession over the next twelve years.

Its lease, which takes in 6177 sq. miles offshore from Iran, is District 1, sought by some of the largest oil companies in the world.

Following in the wake of the Indiana Standard deal was the acquisition of Kuwait's share of the neutral zone rights by the Japanese for a 57 percent share of the profits.

This is one percent more than Japan agreed to pay the Saudi's for their half recently, and some oil men believe the Saudi Arabian agreement may be amended to include the same 57-43 profit split.

The Japanese had plenty of competition for the 2890 sq. miles of submerged oil lands. Indiana Standard and Hunt Oil Company joined forces to offer a bonus, in addition to a major share of the profits, and a group headed by Royal Dutch-Shell presented Kuwait with a 50-50 profit split plus a bonus.

Japan, which had signed a 56-44 profit agreement with Saudi Arabia several months ago, only recently sewed up that concession with a bonus of $1.5 million.

Fearing that it might be hampered in its operations if it failed to obtain Kuwait's half of the neutral zone, the Japanese Ministry of Finance held out until it became fearful that the Saudi's might cancel the concession agreement. Terms called for payment of the bonus as soon as the agreement went into effect.

Japan Petroleum Trading Company, headed by Taro Yamashita, will develop the leases and is already dickering in the United States for equipment to carry out its operations.

Japanese interests had to agree to a number of items in favor of Kuwait. One major item grants the ruler of Kuwait the privilege of calling off the entire deal if oil is not discovered within 4½ years.

Other terms require Japan to pay an annual rental fee of $1.5 million and a bonus of $5 million when production hits 50,000 barrels per day.

A joint company will be established to include two members of the Board of Directors appointed by the Sheikh of Kuwait. The ruler of Kuwait also has the right to buy ten percent of the stock in the company if production is obtained.

Also attached is an agreement by the Japanese to build a research outfit to study means of upbuilding Kuwait's water resources.

In acquiring the Iranian prize parcel, Indiana Standard, which returns to the Persian Gulf after a 27-year absence, found itself agreeing to a number of obligations, also.

Although other bidders offered higher bonuses than the winner, National Iranian Oil Company seemed to feel the larger profit share was a better deal if a major marine oil field was discovered.

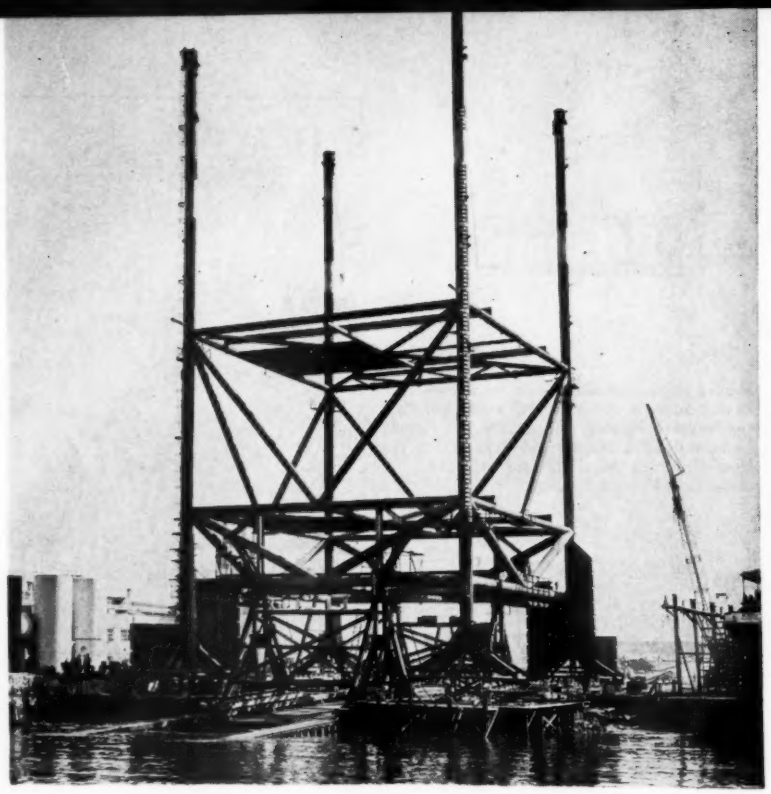
A new Indiana Standard subsidiary established earlier this year acted as agent in the deal and will operate the lease. Named Pan American International, the new branch is headed by C. F. Dohm, former president of Coronado Petroleum Corporation.

One major clause in the contract states that Pan American will turn the acreage back to Iran if commercial production has not been established within twelve years. If such occurs Pan American will then pay Iran half of the remaining por-

(continued on page 28)

California's First Fixed Platform Ready to Go

Rig Costing $2.3 Million To Drill in 100-Ft. Water



Tower for California's $2.3 million platform will support a deck topped by a 140-ft. derrick 50-ft. above the ocean. Shown here during construction at the yards of National Steel and Shipbuilding Company in San Diego, the 1000-ton structure will be towed to drillsite in 100-ft. of water about two miles south of Summerland around June 10.

IN ONE of the most complex engineering feats ever attempted on the Pacific Coast, California's first stationary offshore platform will be positioned at the drillsite before the end of this month.

Later in the summer, the $2.3 million rig will drill the first test well on a 5500-acre lease held jointly by Standard Oil Company of California, Western Operations, Inc. and Humble Oil and Refining Company.

Platform is designed to drill up to 25 wells from the same site. California has a drilling law requiring that stationary platforms be designed to drill a minimum of 24 wells from a single location.

The platform, made up of a deck 110-ft. square mounted on a tower 75-ft. square and 170-ft. high, is in the final stages of construction at the National Steel and Shipbuilding Company yards in San Diego, California.

An elevated equipment deck for the platform was fabricated by Forster Shipbuilding Co., Inc. of Terminal Island, Calif.

Not only will the big drilling platform be the first of its type to be built under California's program for developing its potentially oil bearing tidelands; it is the first rig in that area capable of drilling two holes simultaneously. For this it utilizes a 140-ft. derrick, two crown blocks and two separate hoists.

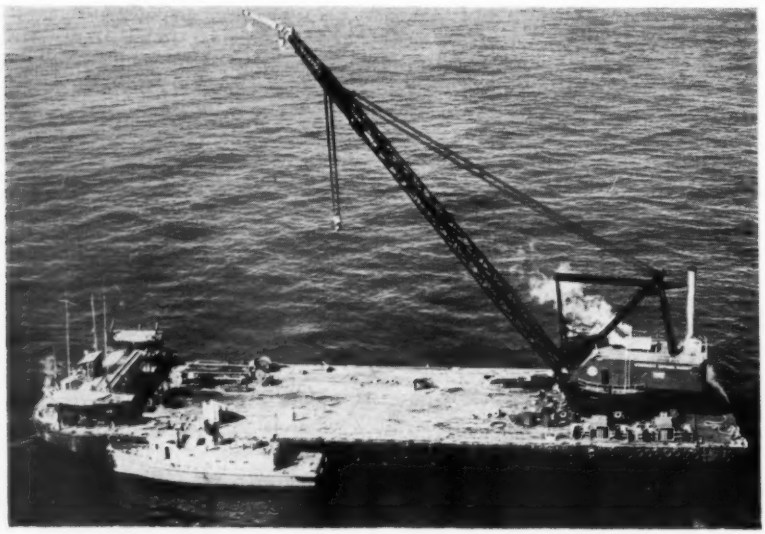
Derrick, along with the substructure, was fabricated in Tulsa by Lee C. Moore Corporation and assembled at Long Beach.

Towing the 1000-ton tower 200 miles up the coast to Summerland will be accomplished by two tugs. Moving at about 3 knots per hour, the tow will require about three days.

The tower, rising 150-ft. above the ocean's surface, will be floated to the drillsite about 2 miles off the coast from Summerland on four caissons, each about 27 ft. in diameter and 40 ft. high. They will also serve as a permanent foundation for the four legs of the platform.

During the towing operations, the caissons will be pressurized to prevent water leakage and ballasted with 90 tons of sand each to improve stability. They will draw

(continued on page 20)



Big as a football field, a giant seagoing barge owned and operated by J. Ray McDermott & Company, Pacific Division, will position California's first marine drilling tower on the 5500-acre Summerland lease. Mounted on the 90-ft. by 300-ft. barge is a 220-ft. boom with a capacity of 250 tons.

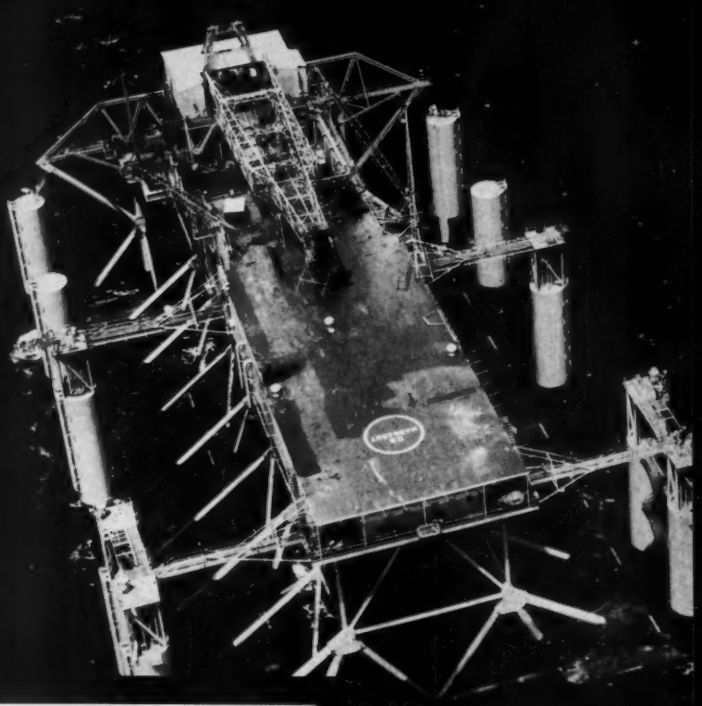
New Bedford

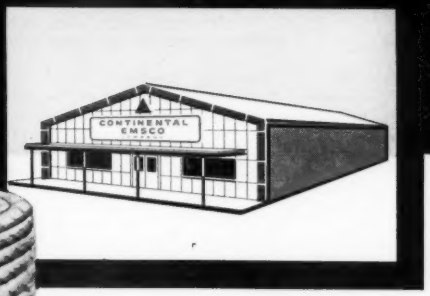
MARINE ROPE

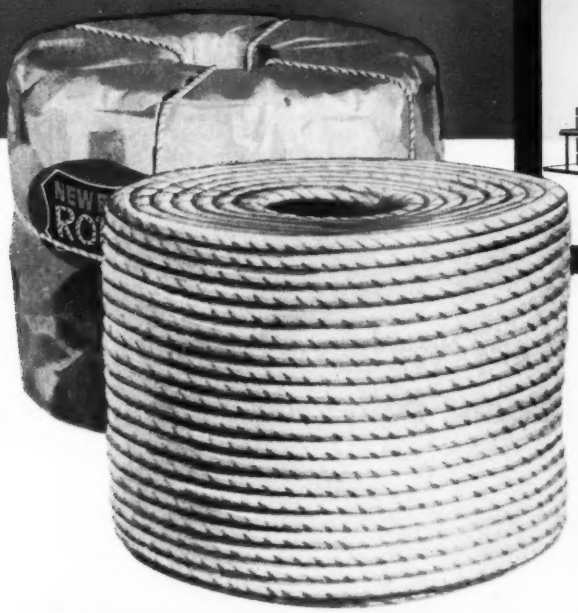
from

CONTINENTAL-EMSCO

...Your Trusted Oil Field Supplier







Take advantage of one-source . . one-stop buying. Order New Bedford marine rope along with your other drilling supplies from Continental-Emsco's convenient Gulf Coast stores:

Corpus Christi, Texas
Houston, Texas
Harvey, Louisiana
Houma, La.
Lake Charles, La.
Morgan City, La.
New Iberia, La.
Venice, La.

It's smart business to buy your marine rope from Continental-Emsco . . the supplier who furnishes you with *all* your oil field needs. Here you know you'll get top quality . . fast and conveniently from complete stocks on the Gulf Coast.

New Bedford marine rope is seaworthy . . tough. It lasts longer, because its fibers, both outside and inside, are treated to protect them against wear, salt water and rot. It floats longer. Special reverse twist of the inside yarns provides greater flexibility, and its *two-twist* construction provides better balance . . less kinking . . easier handling.

For Service that Sings . . Equipment that Hums . . Go . .

CONTINENTAL-EMSCO

Serving the Oil and Gas Industries ... Worldwide

NEW BEDFORD "NONE BETTER" **PURE MANILA**

NB802

CONTINENTAL-EMSCO COMPANY • A Division of The Youngstown Sheet and Tube Company • General Offices: Dallas, Texas
Export Division: 45 Rockefeller Plaza, New York, N.Y. • Continental-Emsco Company Limited • General Offices: Calgary, Alberta, Canada
Continental-Emsco Company C.A., Caracas, Venezuela • Plants: Los Angeles • Houston • Garland, Texas • *Representatives in All Principal Oil Fields of the World*

(Continued from page 18)
about 20 ft. of water under way.

Contract for positioning the tower in 100-ft. of water and erecting its superstructure has been awarded to J. Ray McDermott & Co., Inc., Pacific Division.

The company's Derrick Barge No. 11, a football field-sized vessel mounting a revolving crane having a 220-ft. boom with a capacity of 250 tons, traveled from New Orleans to Summerland back in April.

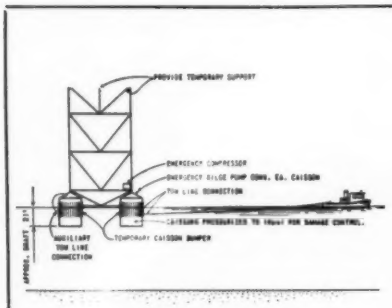
At the drillsite, lines from the crane boom will be hooked to the top of the tower, then buoyancy of the caissons will be reduced by adding water ballast until the tower sinks to the ocean floor. The derrick will regulate the rate of descent and maintain the tower on even keel.

Once the tower is settled on the bottom, the caissons will be sunk into the ocean floor by means of high pressure water and air jets which will "hose" the soil out from beneath the caissons.

Finally, the caissons will be anchored in place by filling them with 6000 tons of sand and concrete ballast.

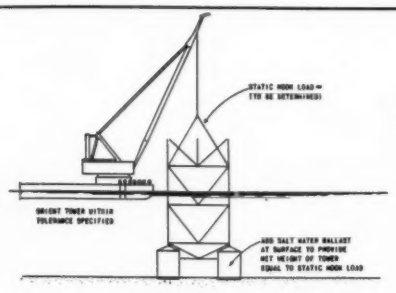
The lowering and "jetting-in" phase of the operation will require about six days, and anchoring of the caissons will consume a week.

After the tower has been positioned, the deck and superstructure will be hoisted onto it by the derrick barge.



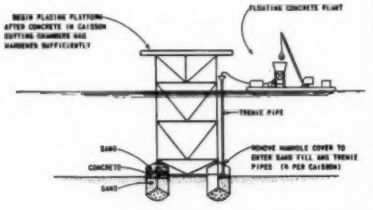
TOW TOWER TO SITE

Tower is floated to drillsite on four 27-ft.-diameter caissons pressurized to 10 psi and increased to 45 psig preparatory to submerging. Next step is adding water ballast to caissons and connecting lowering slings to tower.



COMPLETE BALLASTING REQUIRED FOR LOWERING OPERATION AND LOWER TOWER TO BOTTOM

Ballasting completed, the tower is lowered to the bottom where air in the caissons is replaced with water and caissons are sunk into the ocean floor by means of high pressure water and air jets. Caisson cutting chambers are then filled with concrete.



FILL CAISSON COMPARTMENTS WITH SAND AND CONCRETE ▸ COLUMNS WITH CONCRETE

Final step before installing deck section is to anchor caissons by filling them with 6000 tons of sand and concrete ballast. Lowering and jetting in phase of the operation will require about six days, while anchoring of the caissons will take a week.

repairs for any type tugs or barges are done better at Levingston

Fast turn-around is standard procedure at Levingston for tugs, barges and other types of marine vessels. At Levingston you're assured of superior construction and unequalled experience on your job regardless of how small or large it is. Always remember, it's just good business to call Levingston.

Levingston

SHIPBUILDING COMPANY • ORANGE, TEXAS

Offshore Sulphur Mining To Start In Gulf Of Mexico

A number of prefabricated steel islands for the world's first overwater sulphur mining operation will be moved onto location in the Gulf of Mexico June 10.

Transporting the first of these structures which will form a three-quarter mile network of drilling islands off Grand Isle, Louisiana, will be J. Ray McDermott Company.

Freeport Sulphur Company is developing the offshore sulphur deposits and will apply a portion of the funds from sale of more than two-thirds of its oil and gas interests to the enterprise.

The company set June 20 as closing date for bids on its oil and gas properties in South Louisiana. Reserves estimated at up to 70 million barrels of oil and condensate are encompassed by the offering, which could net them $75 million.

To mine the sulphur, Freeport Sulphur will utilize the Frasch process, pumping hot water into the deposits and forcing the molten yellow mineral to the surface through pipes with compressed air.

In addition to McDermott, at least two other leading construction companies and a major erection firm are playing a leading role in the venture.

A large platform containing a heliport has been fabricated by Levingston Shipbuilding Company of Orange, and a two-story quarters building has been constructed by Metal Building Products Company, New Orleans.

Freeport officials are still trying to decide whether it is more practical to transport the molten sulphur to shore by underwater pipelines or to use the barge system.

Texas Company To Drill In Long Disputed Lease 340

A vast no man's land in the Gulf of Mexico will soon feel the drill bit.

For two decades an 18-mi. wide strip of submerged land between Eugene Island and Vermilion areas has been disputed through the courts. On maps the area, known as State Lease 340, shows up as a strip of blank space.

Recently The Texas Company, made application for three wells, all in the area disputed by the federal and state governments.

Following ratification of the lease by federal officials, the permit was granted. Texaco had long sought a fixed title to the area, and had seen decisions by the director and acting director of the Bureau of Land Management go against it before a recent ruling by the solicitor of the United States Department of Interior established the seaward limit of lease 340 at 10½ miles.

Texaco obtained the lease from an agent of a small Louisiana firm who paid $75,000 for it, but until the recent ruling, no seaward

(continued on next page)

Richfield Oil Corporation's core drilling barge, RINCON, has been towed from California to Peru to do exploration and drilling work on a 26,000-acre offshore concession.

Floating Core Drilling Barge To Drill First Test Off Peru

A core drilling barge will spud the first wildcat on a 26,000-acre concession off northern Peru sometime this fall.

Richfield Oil Corporation's **Rincon,** 600-ton barge formerly used to core drill in the California tidelands, will be towed to the South American country.

Richfield holds half interest in the lease and Cities Service Company owns the remainder. The lease, which is adjacent to onshore fields of El Alto and Lobitos, was acquired by Peruvian Pacific Petroleum Company, a Cities Service subsidiary, from Douglas Oil Company of California.

In addition to a cash payment, Douglas retains an overriding royalty on the large marine tract.

Four years ago, the company drilled a number of directional tests from the beach onto a 1000-acre offshore concession. Two wells were completed as small producers.

Operator for the latest venture will be Peruvian Pacific. Initial exploration will get underway immediately.

On an adjacent lease Amatope Oil Company will drill 20 wells for David M. Grubbs of Dallas and a group of Texas oil men.

The properties which lie along the Pacific shoreline 40 miles northwest of Talara, adjoin the Lobitos oil field. Drilling material for the first four wells has been shipped to Peru by Mid-Continent Supply Company, Inc.

News . . .

(continued from preceding page)

boundary had been established.

Out to the three-league line, the lease takes in 120,000 acres in the area around Marsh Island. As drawn up 22 years ago, however, it would have encompassed 250,000 acres.

The Texas Company may have competition, though; Superior Oil Company has filed a district court suit challenging its right to acreage beyond the three-mile line.

Africa

Standard's Vast New Lease Stretches Off African Coast

An 11 million-acre concession in Portuguese Guinea that takes in offshore as well as onshore acreage has been awarded to Standard Oil Company of New Jersey by the Portuguese government.

A new subsidiary called Esso Exploration Guine, Inc. has been formed to conduct exploration and to develop the lease.

Terms of the contract call for Standard to spend at least $7 million over a five-year stretch for oil exploration and development in the region. If production is established, Standard will split the profits 50-50 with Portugal.

Portuguese Guinea, a colony of Portugal, is located in French West Africa.

Borneo

Brunei Shell To Drill Off Coast Of North Borneo

The first wildcat at Hankin Shoal in North Borneo waters will be spudded soon by Brunei Shell Petroleum Company, Limited.

Construction on an offshore platform had been completed and drilling equipment installed by the end of last year.

North Borneo is the only one of the three British Borneo territories where no oil has been discovered; however, seismic surveys indicated a promising prospect at Hankin Shoal about 30 miles from the island of Labuan.

A mobile unit is being built at the present time to conduct offshore drilling operations in 1959.

Lake Erie

New York Natural Spuds-In First U. S. Lake Erie Test

A 50-ft. by 58-ft. platform has been positioned in Lake Erie where it will drill the first wildcat on the Pennsylvania side of the lake.

Drilling operations were scheduled to get underway immediately with Acme Drilling Company of Greensburg, Pa., doing the drilling under contract with New York State Natural Gas Corporation, Pittsburgh.

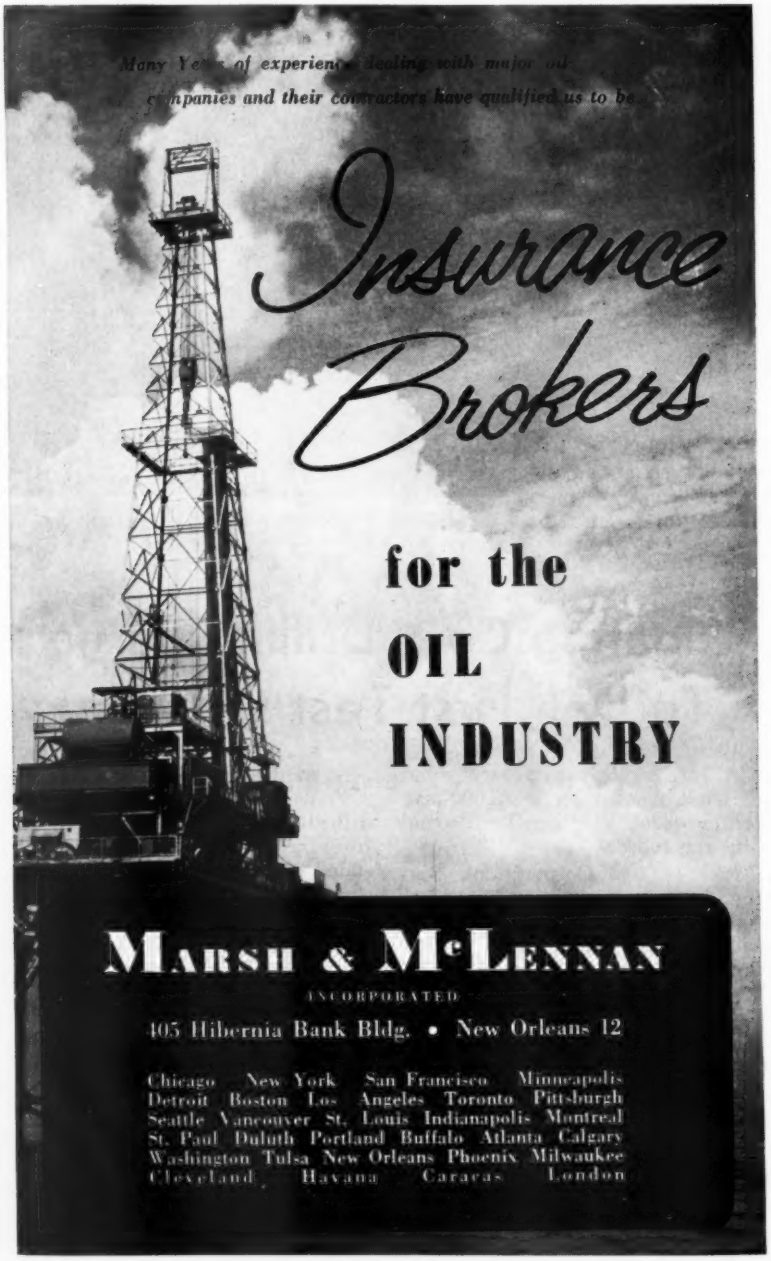
New York Natural plans to drill as deep as 5780 feet if necessary. Company geologists think natural gas might be found in any of five different formations—the Oriskany at 1500 ft. or the Lockport, Medina, Trenton, and Gatesburg extending down to 5780 ft.

The company hopes to complete two wells, one in each of its two tracts, by mid-November when ice floes force the drillers to return to port.

The first well is in the southeast corner of a 19,130-acre tract leased by New York Natural from the Commonwealth of Pennsylvania.

When the wildcat is completed, the platform will be moved to a 16,580-acre tract near the Pennsylvania-New York border for further exploration.

Dravo Corporation, the Pittsburgh


Many Years of experience dealing with major oil companies and their contractors have qualified us to be
Insurance Brokers
for the
OIL
INDUSTRY
MARSH & McLENNAN
INCORPORATED
405 Hibernia Bank Bldg. • New Orleans 12
Chicago New York San Francisco Minneapolis
Detroit Boston Los Angeles Toronto Pittsburgh
Seattle Vancouver St. Louis Indianapolis Montreal
St. Paul Duluth Portland Buffalo Atlanta Calgary
Washington Tulsa New Orleans Phoenix Milwaukee
Cleveland Havana Caracas London

firm which constructed the platform, towed it out to drillsite and positioned it.

A cable tool type drilling rig, common in Pennsylvania gas fields, is being used and should bite its way to the mile-plus depth in about 90 days, according to company engineers.

Louisiana

Courses Given For Morgan City Area Boat Operators

A course in small craft operation and navigation is being conducted three hours weekly at Morgan City, La., under the auspices of the Gulf Area Vocational Technical School.

Taught by H. Cameron Thompson, a draftsman for Sewart Seacraft, Inc., the school had an enrollment of 32 at last report.

Through the course veteran masters of offshore tugs and crewboats further their knowledge of navigation, and beginners have an opportunity to learn enough of navigation to obtain a small craft operator's license.

Transco Asks Permit to Lay 16-In. Line in Vermilion Area

Transcontinental Gas Pipe Line Corporation plans to lay a 16-in. gas pipe line in Vermilion area off the Gulf of Mexico.

According to Transco's request for an Army permit authorizing the venture, the proposed line will link wells in Vermilion area Blocks 26, 66, and 67. Plans call for construction of a gathering platform in Block 66.

Rotary Swivel Gets Deep Hole Test Off Louisiana

Salt Dome Production Company has drilled 7711 feet of hole in 98 drilling hours with a new rotary hydraulic power swivel.

Two wells were directionally drilled in the Ship Shoal area off Louisiana with the power applied directly to the drilling string. Salt Dome drilled the wells from Rig No. 12, self-contained platform under contract to Gulf Oil Corporation.

It is the first time the power swivel has been used for deeper drilling. Developed by Baash-Ross Division of Joy Manufacturing Company, it is rated at 600 hp.

Operated under 2000 pounds of

(continued on page 25)

Here is a new full-revolving, stationary-mounted crane — the UNIT Mariner — specially designed for off-shore drilling operations. Conceived, developed and perfected by UNIT, the Mariner meets all requirements for cargo handling from a fixed mounting as applied to ships, barges or off-shore platforms. Unlike conventional cranes, the Mariner emphasizes unusual strength in turntable, roller path, rollers, hook shoes, boom and hoist mechanism.

A special, heavy-duty "A" frame permits capacity loads with extended boom at long radius. The famous UNIT sealed cast gear case serves as a protection against salt spray.

SAFETY is a major feature. Incorporated in the Mariner design, are positive and mechanical boom stops. These boom stops control the angle of elevation and prevent the boom from whipping back. Also the safety-promoting Full Vision Cab enables the operator to see what he is doing at all times. Load ratings are based on high factors of safety.

Yes, the Mariner is designed primarily for your type of cargo handling. Get the facts. Send for bulletin — NOW.

UNIT CRANE & SHOVEL CORP.
6625 W. Burnham St. • Milwaukee 14, Wis., U.S.A.

UNIT CRANE & SHOVEL CORP. UNIT MILWAUKEE WISCONSIN

Geared to boost your earnings!

A 5002-3/5

Specially Designed for
• Offshore Operations
• Tenders • Barges

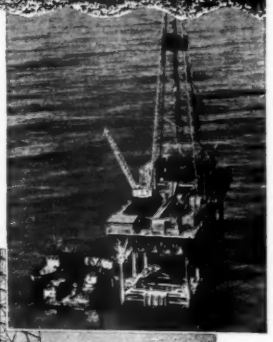
UNIT MARINER

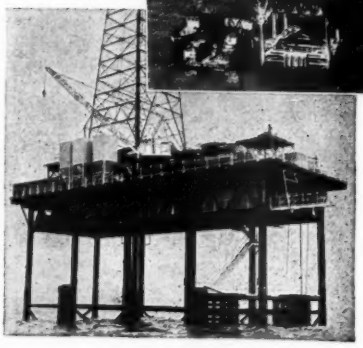
30 TON CRANE

THE NEW APPROACH TO CARGO HANDLING!

Meets all requirements for cargo handling from a fixed mounting as applied to ships, barges, or offshore oil platforms.

Designed to operate from a fixed mounting, the UNIT MARINER delivers dependable and economical performance aboard offshore equipment. Cargo is conveniently transferred from tender to platform.





Features incorporated in the MARINER design include: One-piece cast gear case—a protection against salt spray • Self-aligning centerpost trunnion • Turntable load rollers plus replaceable hook shoes • Large diameter roller path • Worm type independent boom hoist • Large diameter swing brake • Disc type clutches • Straight-in-line engine mounting with torque converter plus many other important features. The LIFT and CONTROL ability of the MARINER permits loading and unloading with speed and accuracy. The full range vision safety cab enables the operator to see what he is doing at all times. Here's a machine constructed for your type of Cargo handling. Get the facts.

BOEHCK can offer cranes from 5 to 100 ton capacity for all types of offshore operations.

Write for: Bulletin MO-200 for Offshore Platforms
MS-200 for Ships and Barges

BOEHCK Engineering Co.

Houston — 5806 Long Dr.
(home office) OLive 4-4331

Beaumont — Highway 347
TErminal 5-3495

New Orleans — 150 Airline Highway
Phone 21-71-4545

SALES **SERVICE** **RENTALS**

News . . .

(continued from page 23)

pressure produced by a Waukesha engine, the swivel delivered 14,500 pounds of torque. Rotating speeds up to 150 rpm were attained.

Magnolia Pipe Line Co. Plans West Cameron Line

Plans for a new crude oil pipeline linking wells in West Cameron area to the shore have been revealed by Magnolia Pipe Line Company.

Brown and Root, Inc., Houston, has been awarded the contract for laying the 32.5 miles of 16-in. line.

Mexico

Odeco's EL DORADO To Drill 4 Wells Off Coast Of Mexico

Ocean Drilling and Exploration Company's newly completed drilling barge, the **El Dorado,** is scheduled to spud its first test in Mexico's offshore waters soon.

The platform was completed recently by Alabama Dry Dock and Shipbuilding Company, Inc., and was to begin the journey to Mexico around the middle of last month. It is designed to drill in waters up to 70 ft. deep.

ODECO has a contract with Petroleos Mexicanos to drill four wells in the Isthmus of Tehuantepec with the condition that if production is obtained, more wells will be added. Locations of the proposed drill sites are 15 to 20 miles offshore.

New York

Mid-States May Consolidate With TGT in $31 Million Deal

Mid-States Petroleum Corporation will soon be taken over by Tennessee Gas Transmission Corporation, providing two-thirds of the stockholders approve.

The Board of Directors for Mid-States, which has its headquarters in New York, approved the merger recently.

About $31 million of stock would be involved in the deal which would see 45 shares of TGT common stock exchanged for each 100 shares of Mid-States common stock.

It would add 6700 barrels of production daily to TGT's total, giving it a total of 33,700 barrels per day.

Persian Gulf

Aramco's Miniature Platform Arrives At Persian Gulf Base

Arabian American Oil Company's new minature mobile unit has docked at Ras Tanura terminal in the Persian Gulf after a 10,000 mile journey.

During the 15-week tow, the 800-ton platform averaged three to four knots per day. It is presently being outfitted for drilling Manifa No. 2 in the new Persian Gulf field which was opened recently by the drilling barge **Queen Mary.**

The new unit is designed to operate in connection with the **Queen Mary.** Built by R. G. LeTourneau, Inc. at their Vicksburg, Miss., marine ways, it can drill up to 13,000 ft. in 65-ft. water depths.

Texas

Texas to Seek Exploit Rights In October Tidelands Ruling

Texas may alter its stand in the Tidelands Case in hopes of gaining more from a Supreme Court decision.

Atty. Gen. Will Wilson said in a recent speech that the State should not expect to win its claim to a 10.5-mile seaward boundary.

Instead, it stands to profit by concessions giving Texas the right to exploit the disputed region.

Since the Supreme Court has already ruled that a State boundary can not exceed the national boundary, there is slim likelihood that it would favor the State's argument of a three league boundary over the United States' three miles.

The case has two sides, Wilson pointed out. A 12-mi. boundary such as that proposed by Russia would allow Russian submarines to operate unhampered in the protected area while U. S. airplanes could not fly over with detectors without violating the neutrality of another country.

Under the revised strategy, Texas will argue that it has the same right to exploit outlying tidelands to the 10.5-mile limit as the Federal government has to exploit to the edge of the Continental Shelf.

Texas will contend that the Tidelands Act, which gave Texas back its 10.5-mile boundary, deprived Congress of the right to establish boundaries.

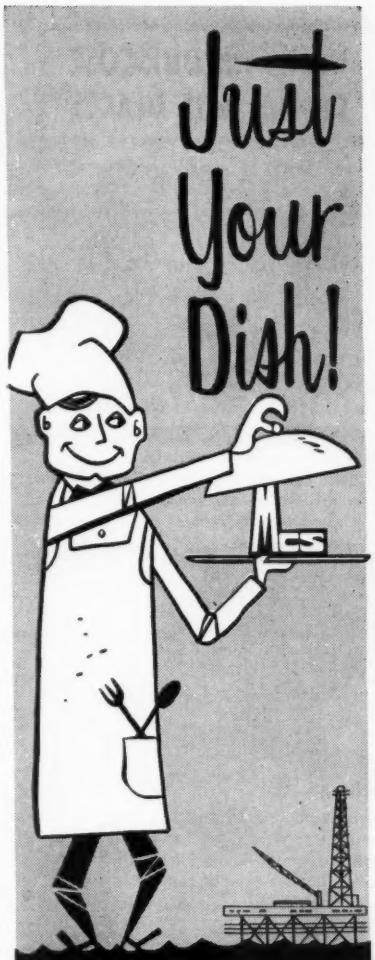
United Nations

World Law Conference Keeps Three Mile Offshore Limit

The classic three-mile limit for territorial water rights remained unchanged at the world conference on law of the sea.

After a great deal of dispute, with

(continued on page 27)



CONTRACT FEEDING and HOUSEKEEPING

for

Quarter Boats
Drilling Barges
Rig Tenders
Geophysical Boats

Write, Wire or Call for Proposal

MARINE CATERING SERVICE, Inc.

4501 FRERET ST.
NEW ORLEANS 15, LA.
PHONE TW 5-3976

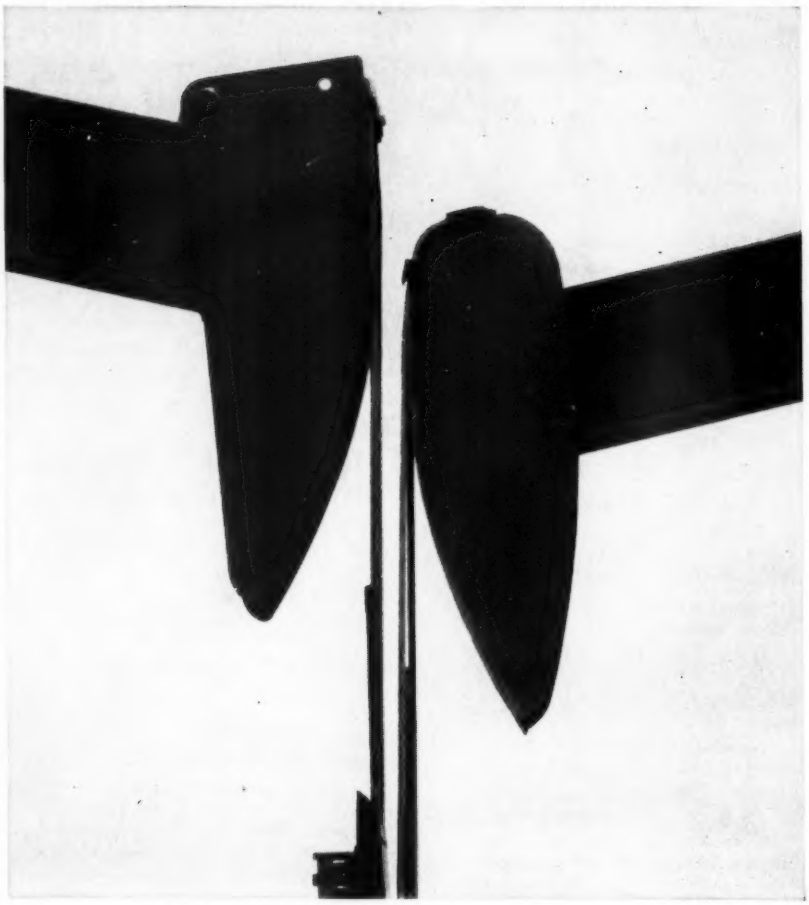
Drill with DRISCOSE Cement with DIACEL

Diacel cement systems can be tailored to your exact requirements. Diacel LWL, a superior retarder, permits the formulation of a low-water-loss cement slurry to fit your pumping time.

By adjusting the Diacel D concentration in your cement, you can mix slurries with stable densities ranging from 10.5 lb. per gallon to that of neat cement.

Driscose high-purity CMC is your best, most economical insurance for trouble-free holes. Let us demonstrate the advantages of drilling with Driscose low-solids systems at one of your rigs.

**A Trademark.



TWIN PRODUCERS...
DRISCOSE* and DIACEL**

By drilling with Driscose low-solids muds and cementing with Diacel cement systems, you can hold rig time and drilling and completion costs to a minimum.

Drilling fluids treated with small amounts of Driscose high-purity CMC combine a strong filter cake and low water loss with high stability and low weighting material requirements to give you an economical and reliable mud program.

Diacel D low-density cement systems give you cement densities very close to those of drilling muds. Diacel LWL protects you from flash setting. High bottom-hole temperatures and pressures are no problem when Diacel LWL is used. This low-water-loss cement helps prevent loss of fluids into formations and other dehydration problems.

Let a Drilling Specialties technical advisor help you select the particular grades of Driscose and Diacel best suited to your drilling and completion operations. Driscose and Diacel are available through your regular suppliers.

DRISCOSE DIACEL

DRILLING SPECIALTIES COMPANY
Bartlesville, Oklahoma

*Driscose is a trademark for Sodium Carboxymethylcellulose.

News . . .

(continued from page 25)

proposals ranging from 12 to 200 miles, the 86-nation conference ended in a deadlock. Finding a new definition for territorial waters was the main purpose of the meeting, and ironically enough, the issue it foundered over.

Peru, Chili, and Ecuador claimed fishing rights out to 200 miles and Russia proposed a twelve-mile limit. A compromise of six miles was offered by major western maritime nations, but failed to gain acceptance. The present three-mile territorial water limit was established by a Dutch jurist in 1703.

The conference, a United Nations protege, did approve five treaties on maritime matters during its session.

United States

Bits and Mud Lead the Way As Equipment Costs Decline

Price cuts ranging from eight to fifteen percent for bits, mud and other commodities have lowered drilling costs for operators.

As early as mid-April some of the smaller manufacturers had announced plans for dealing directly with customers in order to lower costs on their products.

As major equipment producers followed, the greatest price cuts were effected in drilling mud and bits.

Baroid Division of National Lead Company and Magnet Cove Barium Corporation led the way in cutting prices on Bentonite eight percent and on Barite twelve percent.

A number of firms have adopted a policy for dealing directly with customers, bypassing supply stores. One of these was Security Engineering Division of Dresser Industries, which lowered the price of its bits 10 percent. A similar action was followed by H. C. Smith Oil Tool Company and others.

A fifteen percent price cut on rock bits was put into force by Hughes Tool Company, which will continue to serve its customers through supply stores.

Phillips Offshore Workers Vote Out SIU Membership

Offshore workers of Phillips Petroleum Company have rejected continued representation by the Seafarers International Union.

In a special election held after a petition had been filed with the National Labor Relations Board, employees voted 28-12 against further union participation.

Petition to decertify the union was filed by a Phillips employee.

New Automatic Mobile Pipe Welding Process Developed

A new automatic welding process may be a shot in the arm for offshore pipe line laying.

The technique developed by New Rochelle Tool Corporation and Consolidated Edison Company, utilizes controlled pressure tension and vibration combined with high frequency current to deliver a completed butt weld in a minute and a half.

Designed as part of a mobile unit which makes its way along a pipe spread, the system includes a 10,000-cycle-per-second electric generator for producing the high frequency current and a standard control unit.

Forces on Platforms at Sea Recorded by Testing Device

A device for testing forces on offshore platforms is being used by

(continued on next page)

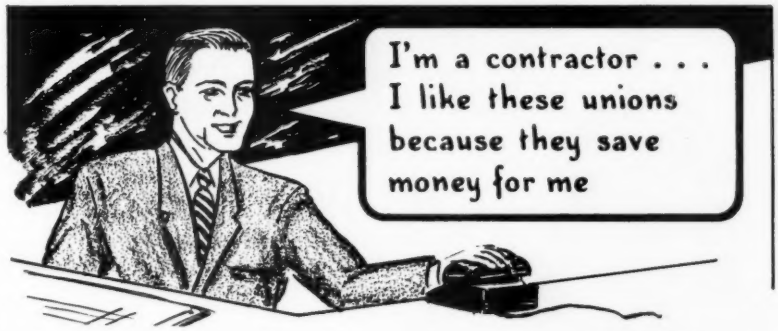


FIGURE 300
O-Ring seal, ¼" through 12", to 10,000 psi working pressure.

FIGURE 303
Mis-aligning; O-Ring seal, 1" through 6", to 5000 psi working pressure.

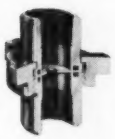


FIGURE 400
Choke union; O-Ring seal, ½" through 4", to 3000 psi working pressure.

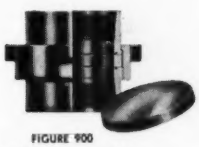


FIGURE 900
Line blind; O-Ring seal, 1" through 12", 2000 psi working pressure.

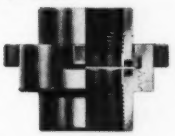


FIGURE 110
Insulated; O-Ring seal, ¼" through 6", to 3000 psi working pressure.

FIGURE 800
Heavy duty, metal-to-metal seal, ¼" through 8", to 10,000 psi working pressure.

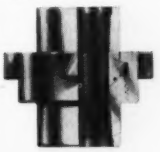


FIGURE 800-R
Heavy duty, O-Ring and metal-to-metal seal, 1½" through 12", to 10,000 psi working pressure.

"These are times when we have to watch every dollar we spend . . . save every dime we can. And that's why I like to see these unions on my rigs. Not that they cost any less to buy, especially, but because they last so long. Before we started using them, it seemed like we replaced every union on the rig, every time we moved. Now, we seldom have to replace one. My men tell me it's because of the O-Ring seal, which remains effective even when the mating faces of a union are damaged."

If you are a contractor, you too will like the money-saving features of these unions. Try them on just one rig . . . you'll discover quickly why they are "standard equipment" on so many rigs the world over. Available at all supply stores, in sizes, types and pressure ratings to meet every requirement.

MANUFACTURED BY
YALE MACHINE WORKS
BOX 10117 • HOUSTON, TEXAS

DISTRIBUTED BY
YALE SALES COMPANY
BOX 10192 • HOUSTON, TEXAS

News . . .

(continued from preceding page)

Gulf Oil Corporation in the Gulf of Mexico.

Gulf's mechanism has been named the "hurricane inspector," and can record accurately information on the worst storms. Through it, engineers can determine the structural strength needed in an offshore platform to provide the greatest degree of safety.

The "hurricane inspector" will register wind, wave, current, and tidal forces out to 100 miles in waters up to 100 ft. deep.

Washington, D. C.

Longshoremen's Act Expansion Opposed

A congressional subcommittee on education and labor was told recently that expansion of the longshoremen's workers compensation act to cover offshore construction operations would create confusion and conflict.

Speaking against a bill pending in the House, Ben H. Powell, Jr., vice president and general counsel of Brown & Root Marine Operators, Inc., said the proposed legislation would not benefit his firm's employees.

He suggested changing the bill to exclude marine construction operations, pointing out that safety programs now in existence had built a commendable record and that the Army, Navy, and Coast Guard inspect offshore construction to make certain it meets requirements.

Persian Gulf . . .

(continued from page 17)

tion of the $82 million originally scheduled for development.

Also, Pan American has agreed to carry the full share of expenses if production is not obtained.

First well must be drilled within 18 months, and once oil is discovered, exploratory operations will have ceased as such. Then, both parties will share in developing the field.

After the twelfth year, Pan American must pay annual rentals of $400 on each sq. km. which it then holds until the eighteenth year when the fees increase to $480. This will continue until the twenty-third year when rentals jump to $600 per sq. km.

In the beginning, a non-profit joint stock company will be established to serve as agent for Pan American International and NIOC with each company putting up 50 percent of the expenses and each naming an equal number of directors.

Jubilant over its success with District I, NIOC will likely demand a high profit share for less desirable Districts III and IV which lie in deeper waters.

NIOC has not appeared too pleased over bids submitted for these blocks on May 1.

There is an indication that a group of U. S. oil companies including Richfield Oil Company, Atlantic Refining Company, Continental Oil Company, and Cities Service Oil Company might be favored for the remainder of District I in a deal similar to Pan American's.

Which lantern do you need?

Either W & T Lantern will cost you less than any other make.

Wallace & Tiernan Lanterns cost less than any other because:

They are reliable; that means no costly service trips to offshore locations. Frequently a single outage costs more than did the original lantern.

They consume the least power; no other electric lantern costs so little to operate. On the Gulf Coast a year's power for a W & T flasher mechanism costs only $1.53, as compared to $36.55 for a competitive flasher.

It's no wonder that the experienced Marine Superintendent selects Wallace & Tiernan precision-built Aids to Navigation. When he adds up *all* the charges, he knows that W & T Lanterns cost him the least.

See any of our Gulf Coast Representatives

The Cortney Company, New Orleans, La. — The Light House, Inc., Houston, Texas—Harvey, La. — Byrne & Rice Supply Co., New Orleans, La.

Or write for bulletin A-119, a detailed analysis of the economic aspects of Marine Lanterns as Offshore Aids To Navigation.

WALLACE & TIERNAN INCORPORATED

25 MAIN STREET, BELLEVILLE 9, NEW JERSEY

INDUSTRY ITEMS . . . . . In the News

Sinclair President Replaces Jennings As API Treasurer

P. C. Spencer, president of Sinclair Oil Corporation, New York, has been elected treasurer of the American Petroleum Institute, it was announced by Frank M. Porter, president.

Spencer

Election of Spencer to the position followed the retirement of B. B. Jennings of Socony Mobil Oil Company, New York. Jennings had been treasurer since 1949.

Previous offices which Spencer has held with API include two one-year terms as vice president for transportation and two one-year terms as chairman of the board of directors.

API Honors Two Oilmen At Refining Division Meet

L. C. Burroughs of Shell Oil Company, and G. W. Watts, retired veteran of Standard Oil Company (Indiana), received API Certificates of Appreciation at the 23rd mid-year meeting of the API division of refining at Los Angeles.

Principal speaker was William M. Holaday, director of guided missiles in the Department of Defense. His topic was "Propulsion of Guided Missiles."

Topics covered at the convention included corrosion, motor fuels, piping, analytical research, and air pollution.

Creole Foundation Makes $30,000 Grant to MIT

Among recent grants to education by major oil companies is a $30,000 grant from the Creole Foundation of Caracas, Venezuela, to the Massachusetts Institute of Technology.

The funds will be used to expand facilities in M. I. T.'s soil engineering laboratories.

Grants totaling $8,500 have been made by Atlantic Refining Company to nine colleges and universities in the south and southwest. Specific grants will go to Louisiana State University, Texas A & M College, and the University of Texas.

A gift of $1000 has been awarded to the chemical engineering department at Southwestern Louisiana Institute by Gulf Oil Corporation. Houston oilwell drilling contractors presented a check for $500 to the University of Houston for the purchase of technical library books.

Petroleum Engineers Select Kantzer As 1958 President

Basil P. Kantzer has been elected president of the Society of Petroleum Engineers of AIME for 1958.

Kantzer

New vice presidents are E. N. Van Duzee, Shell Oil Company's production manager at Midland, Texas, and B. L. Francis, assistant division manager for The Texas Company at New Orleans.

Kantzer joined Union Oil Co. of California in 1934 as a roustabout. Several promotions followed as he worked his way up to his present position as manager of operations of the Gulf division.

Previous offices he has held with AIME include vice president and member of the advertising committee.

Francis joined The Texas Company following graduation from Louisiana State University in 1941.

Van Duzee became affiliated with Roxana Petroleum Corp., predecessor of Shell in 1926. From 1952 until 1955, he served as a member of the executive committee of AIME.

Stirton, Oil Pioneer in Arabia Retires From Aramco Staff

J. C. Stirton, vice president in charge of engineering and construction for Arabian American Oil Company at Dhahran, Saudi Arabia, retired May 1.

Stirton

First coming to Dhahran in 1939 just after the discovery of oil in commercial quantities, Stirton played a leading role in development of Aramco's plant facilities there. He helped supervise construction of the 189,000-barrel-a-day refinery and eight-berth tanker terminal at Ras Tanura.

A graduate of the University of Illinois, he has served as vice president of Aramco since 1952. For the past 38 years he has been affiliated with Aramco and with Standard Oil Company of California.

Named to succeed Stirton is L. M. Snyder, former vice president of operations. New general manager for engineering and construction is W. R. Cooper.

Bateman Selected Director For Rimrock Tidelands, Inc.

Rimrock Tidelands, Inc., New Orleans, has announced the election of independent oil producer Earl G.

(continued on next page)

Safety program sponsored by the Gulf Town Women's Club of Cut Off, La., led to lowering of the speed limit from Larose through Golden Meadow, La., to 45 mph. Traffic deaths in the area dropped from twenty-eight to five within a year. Founded in 1954, the 25-member group of oil employee's wives carry on such projects as aid to the poor and funds to hospitals. Left to right are Mesdames George Henderson, Joe Widel, Lloyd Hart, Joe Doughty, W. L. Bowen, Victor Jones and Jack Grammer.

(Continued from preceding page)

Bateman to the Board of Directors.

E. S. Doyle, former superintendent of production, has been promoted to vice president of production.

Bateman, head of E. G. Bateman Drilling Company and Bateman Oil and Gas Company of New Orleans, formed his own drilling company in 1929. He is a former vice president of the Independent Petroleum Association of America and served as a director of Rimrock from January, 1956 until June, 1957.

Eighth Study Course Finished By 60 Oil Women in Houston

Sixty members of the Houston Desk & Derrick Club recently completed a 16-hour special studies course on "World Energy Sources and Petroleum Exploration."

Eighth of its type sponsored by the club, the course covered fossil fuel reserves and recovery, nuclear energy, solar energy, and various methods of geological and geophysical exploration and interpretation.

Charles V. Kirkpatrick, dean of the Petroleum Engineering Department of the University of Houston, was instructor.

Two Committee Heads Named For International Oil Show

Selection of George Roberts, Jr. as chairman of the scientific and technical committee for the 1959 International Petroleum Exposition at Tulsa has been announced by W. K. Warren, IPE president.

Roberts

Roberts, who is manager of the research department for Pan American Petroleum Corporation, will head a committee in charge of the Hall of Science exhibits taking in about 14,000 square feet of floor space.

Another recent appointment placed William J. Sherry, independent oil producer of Tulsa, as chairman of the "Old Timers" committee.

Special API Group Discusses Evaporation Loss in Houston

Highlight of the spring meeting of the Evaporation Loss committee of the American Petroleum Institute in Houston was a discussion on the ways in which petroleum hydrocarbons can be lost through evaporation.

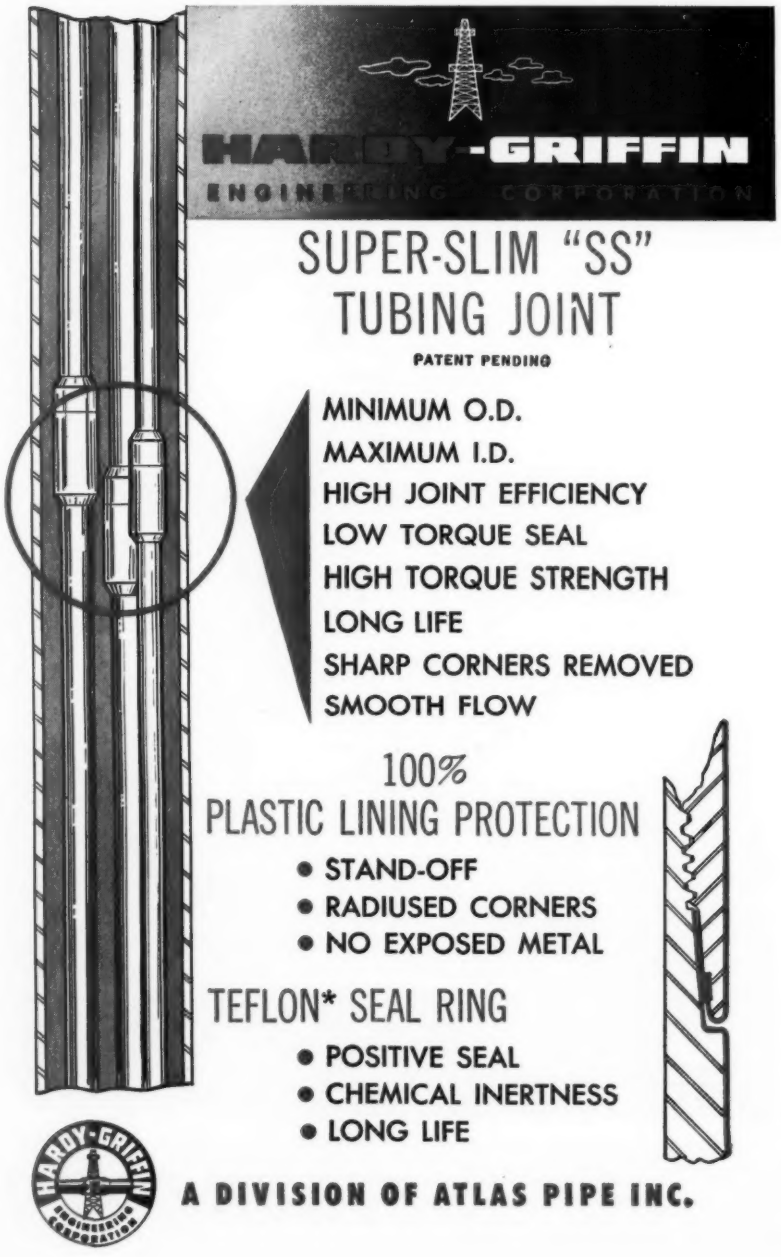
Papers were presented by L. V. Larsen, Chicago Bridge & Iron Company, R. Fields, Atlantic Refining Company, K. C. Bottenberg, Phillips Petroleum Company, and F. P. Irwin, Imperial Oil Company, Ltd., Toronto, Ontario, Canada.

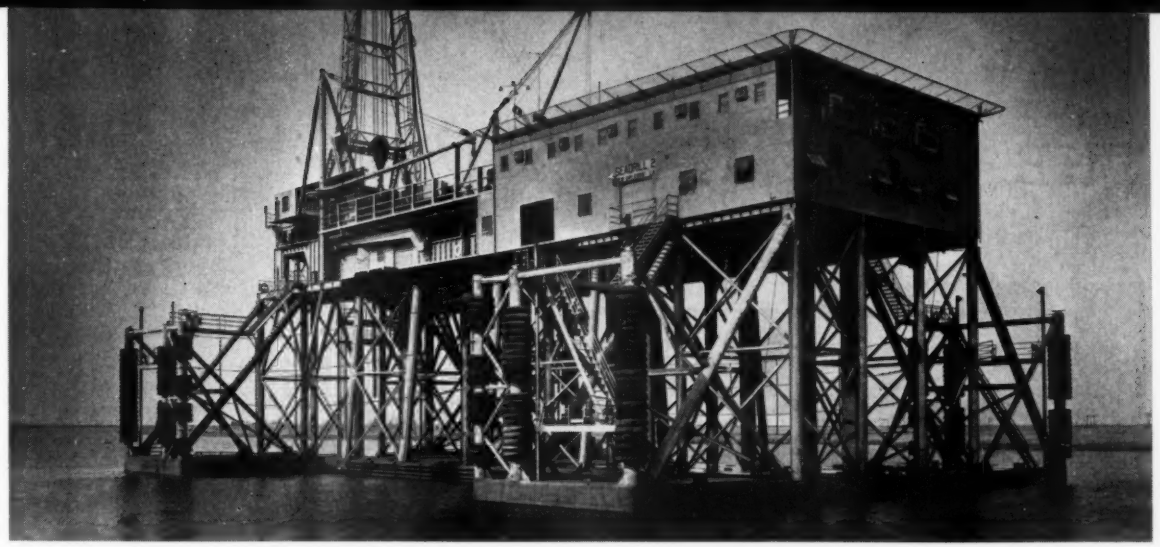
World Petroleum Congress Names Press Representative

Appointment of Charles B. Towill as public relations representative for the Fifth World Petroleum Congress, Inc. was announced from the congressional headquarters in New York City.

Before returning to New York last June, Towill had been serving as manager of the public relations division of the Iranian Oil Participants in London.

The six-day Congress, first of its kind to be held in the United States, opens in New York's Coliseum May 31, 1959.





The SEADRILL NO. 2, built by American Marine Corporation, is a 180-ft. mobile unit designed to operate in waters up to 30-ft. deep. Second of four barges contracted by Sea Drilling, Inc., the new marine drilling barge is equipped with diesel-electric power, enabling it to drill past 15,000-ft.

Second Seadrill Launched

Drilling power aboard the 180-ft. SEADRILL NO. 2 is supplied by three 900 hp General Motor's diesels

A NEWLY completed 180-ft. drilling barge has joined the offshore oil hunt for Sea Drilling, Inc., New Orleans based drilling firm.

The Seadrill No. 2, built by American Marine Corporation also of New Orleans is designed to operate in waters up to 30 feet deep. It is the second of four offshore drilling barges contracted to American Marine by Sea Drilling. The two barges yet to be completed are the **Seadrill No. 1** and the **Seadrill No. 4.**

First of the rigs to be completed, the **Seadrill No. 3,** has been drilling for The Texas Company in South Timbalier area off Louisiana.

New submersible **Seadrill No. 2** rides on four pontoons measuring 35-ft. by 38-ft. by 9-ft. as it is towed to drillsite. One of the more prominent features of the modern unit is the 60-ft. by 74-ft. helicopter deck atop the crew quarters. Drilling slot size is 20-ft. by 31-ft.

Power . . . Main power plant aboard the **Seadrill No. 2** consists of three General Motors 12-567 diesels rated at 900 hp each. These in turn drive three Allis-Chalmers generators with a rating of 1200 kw each.

Drilling equipment . . . Operating the 23-10½ FE National drawworks are two 900 hp Elliot dc motors.

Rotary for the new mobile unit is an Emsco PJ 27½ in. table and derrick is a 142-ft. Lee C. Moore jackknife type.

Rounding out the drilling equipment and providing the all important safety factor is a Koomey closing unit, operating multiple blowout preventers.

Mud system . . . Heart of the mud system is two DA-850 8½-in. by 18-in. Emsco mud pumps which derive operating power from two 900 hp Elliot dc motors.

Supplementing the mud pumps are a 4860-DU Rumba shale shaker and two 15 hp Lightning mixers.

Dewatering is accomplished through a Gardner-Denver 6-in. by 8-in. vertical centrifugal pump which operates off a 30 hp dc electric motor.

Two tanks are available for storage of drilling water—one holding 1500 barrels and the other 1450 barrels.

Auxiliary equipment . . . Power for operating auxiliary equipment on Sea Drilling's new barge is supplied by three Superior GDB-6 engines driving 100 kw-dc generator sets. Fuel oil tanks hold 1550 barrels.

Two "Quincy" D325 air compressors provide air for starting the engines and for operation of the air tools.

Two 40 KVA single-phase motor generator sets, converting dc to ac, supplies current for lights, air conditioners, and other ac powered equipment.

A Halliburton twin T-10 skid cementing unit is available, along with a Gardner-Denver AD air compressor, and a Schlumberger skid mounted logging unit.

Extensive auxiliary equipment also includes two Goulds two-stage, three-inch centrifugal pumps for washing down and for general service. Pumps are driven by a 30 hp motor.

For positioning while lowering pontoons, **Seadrill No. 2** has four anchors and windlasses each capable of 26,000 pounds line pull.

For cargo handling, the mobile unit is equipped with two stiff-leg derricks — one of 15-ton capacity and another with a ten-ton capacity. Operating the 15-ton derrick is a Model 90-B American hoist and operating the ten-ton unit is a Model 70-B American hoist.

Crew facilities . . . Forty men can be accommodated in the two-story quarters house at the forward end of the platform. Quarters are air conditioned by 20 one-ton 100-A-2 ammanas units with heaters.

Potable water is stored in two 240-barrel capacity tanks.

THE EARL OF ORLEANS
BY THERIOT

On location, the **Earl of Orleans'** main job will be to continuously shift eight 10,000-lb. anchors to enable the new Brown & Root lay barge, L. E. MINOR, to keep its fast schedule.

Actually this is not a difficult job for the 73 ft. by 21 ft. by 7 ft.-1200 hp tug that is less than a year old. Nolty J. Theriot, Inc. operates strictly in the offshore oil industry. The **Earl's** sister ships **Gary R, Nan & Ray, Queen B.,** are all 1200 hp. The Theriot fleet is operated on power supplied by Kennedy Marine Engine Company, Biloxi, Mississippi.

For pipeline work, location changes or any offshore operation, consult:

Nolty J. Theriot, Inc.

MARINE AND TOWING CONTRACTOR

Golden Meadow, La.

OFFICE PHONE: 5-5184

P. O. BOX 306

Brown & Root's lay barge L. E. MINOR being outfitted at Green's Bayou in Houston. Features of the barge include an 80-ton Manitowoc traveling crane, automatic stalker for handling pipe, and five pipe handling davits for raising and lowering pipelines for repair. Brown & Root's special stinger, tied to starboard side, allows pipe to be gently lowered to the floor of the Gulf without danger of cracking coating.

Brown & Root's new . . .

Giant Pipe Laying Barge

Levingston-built L. E. MINOR has facilities for 88 crewmen, storage area for three miles of pipe and ability to lay 40-in. coated lines

A NEW offshore pipe laying giant has gone to work for the Tennessee Gas Transmission Company finishing up a 62 mile undersea gas gathering system in the East Cameron Area offshore from Louisiana.

This giant, Brown & Root's new 350-ft. lay barge, **L. E. Minor,** was built by Levingston Shipbuilding Corporation at their Orange, Texas, yards.

The $2,350,000 barge has a gross displacement of 45 tons. It is 60-ft. wide and 22½ ft. deep, and is capable of laying up to 40-in. pipe weighing 25,000 pounds per joint.

The big craft is the largest and one of the few that have been especially designed and built for offshore pipe line operations.

New Features . . . Practically all machinery is below deck leaving large clear working areas on deck. Other features of the barge include a special automatic stalking machine which moves pipe into position on the ramp and lines the joint up for the stringer-bead weld. The stalker eliminates the need for a side boom tractor on deck.

Air conditioned quarters for 88 men, including dining room, galley, food supplies for a month, lounge and recreation rooms, and below deck storage for three miles of pipe are among the other many features of the **L. E. Minor.**

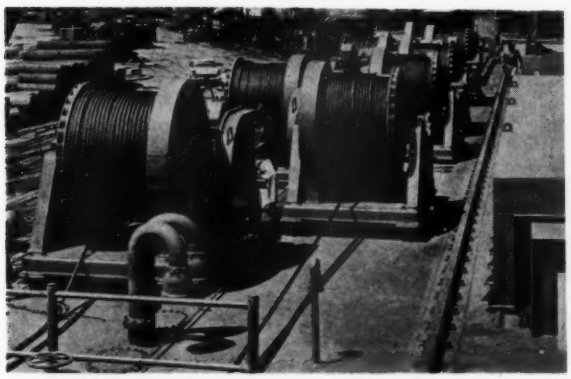
Ability to house crews on board eliminates the daily problem of transferring crews from ship to shore after each shift, and the large pipe storage area insures against transportation delays due to rough seas.

A specially designed spoonbill bow gives the barge better towing stability and allows it to work uninterrupted in up to 12-ft. head-on seas. She can normally operate in four to five foot seas without difficulty, laying up to a mile of line a day.

Another innovation is the installation of five pipe handling davits spaced at 60-ft. intervals along the starboard side. These davits can lower the pipe to the bottom if it becomes necessary to drop the line during rough weather. The same davits can raise the pipe without the help of a derrick barge.

Deck equipment . . . An 80-ton Manitowoc traveling gantry crane with a 120-ft. boom travels the full

(continued on next page)



Eight 10,000 pound Baldt anchors, connected by 3000-ft. 1½ in. steel cable to these Markey winches, hold the L. E. MINOR steady and allow it to move forward during operations.

The barge is equipped with 15 Vickers Controlarc, 400 amp welding machines. Each of the five welding stations has three machines. Current is supplied by Columbia generators.

L. E. Minor . . .

(continued from preceding page)

length of the barge. The boom extends over the edge of the barge so it can be used for general work such as setting small platforms and pile driving.

The barge was towed to location by the tug **Earl of Orleans,** owned and operated by Nolty J. Theriot, Inc., and will remain with the barge as anchor tug.

When at work, the barge pulls itself forward by gradually reeling in its anchor lines after a tug has carried the anchors forward and dropped them back on the Gulf floor.

Anchoring system . . . Eight 10,000 pound Baldt anchors, connected by 3000-ft., 1½-in. steel cables to Markey winches, are used to hold the barge steady and move it forward during operations.

Welding line . . . The 12-ft. wide work ramp extends along the starboard side of the barge. Ramp contains five welding stations plus an x-ray station, a doping station and a concrete station. Pipe joints are made up along the ramp in the conventional stovepipe manner.

Barge is equipped with fifteen 400-amp rectifier-type welding machines. Welding machines are in groups of three at each welding station. Current is supplied to the welding machines from three 350 kw Columbia ac generators.

Two of the three 12 cylinder diesels that drive the ac generators are also connected to Markey 250 kw dc generators that supply power to the anchor winches.

A control tower is located immediately above the work ramp. It is cantilevered off the side of the barge to give the anchor man and controller full view of the complete ramp and barge operations and the anchor tug.

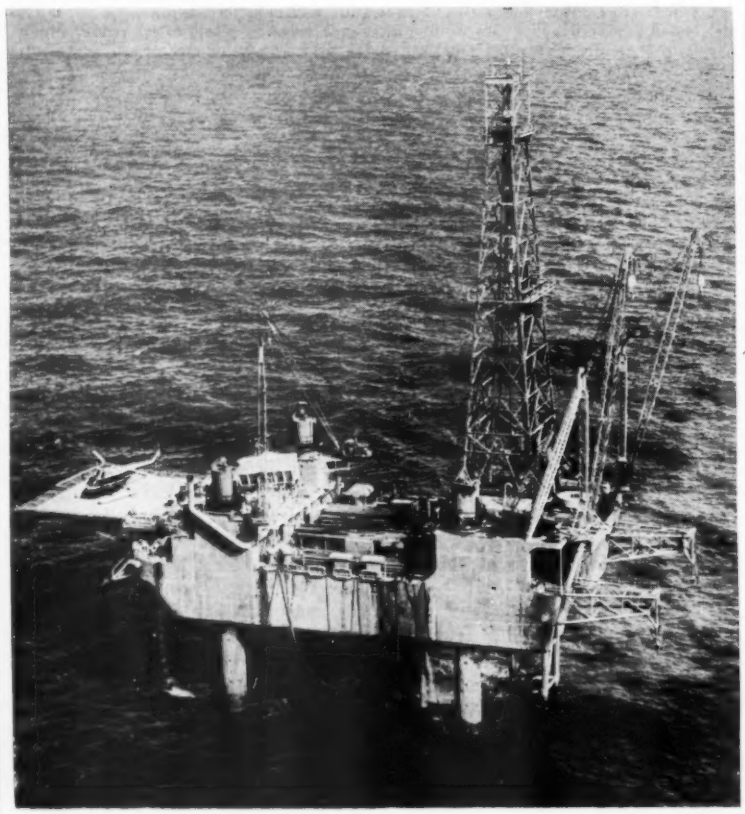
Stalker controls and anchor controls are centered in the tower along with direct radio communications to the anchor tug, supply boats and shore stations. This gives centralized control of the complete operation from one vantage point.

Barges complete communications system includes a Motorola AM radio, Raytheon FM set, Bendix depth recorder, and a nine station inter barge phone system.

The **Minor** is resuming work on a line that was started last fall and had to be halted because of high winter and spring seas. The line being laid is 96,000 ft. long and consists of 26, 20, 16, and 12 inch pipe. Spread superintendent is P. A. Thurmond and job superintendent is J. W. Kincey. Captain of the **L. E. Minor** is Roy Jenkins.

Stalker controls and anchor controls are centered in cantilevered control tower amidship. From the tower complete control of the pipe laying operation is possible.

Insured . . .

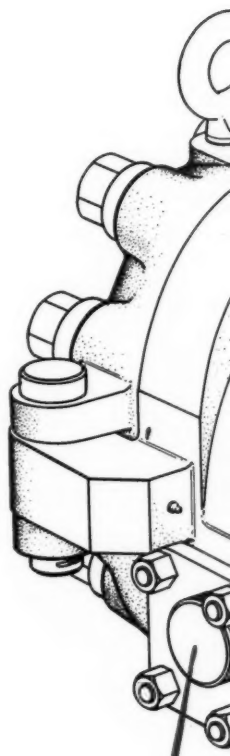


Facilities for insuring offshore and inland oil industry world wide.

DEAN GANO & CO.

708 Wilson Building Telephone TUlip 4-2475

Corpus Christi, Texas



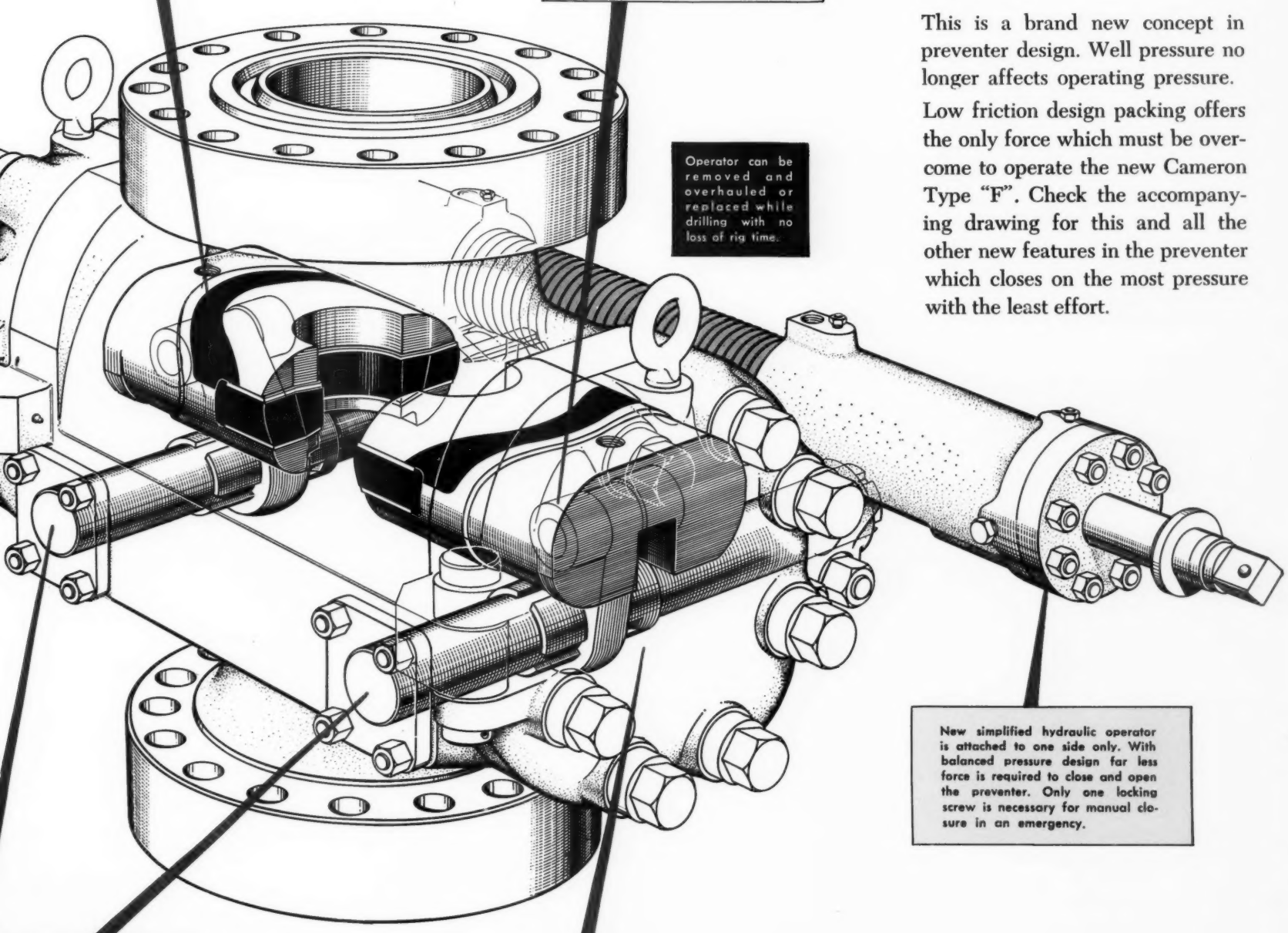
Cameron TYPE "F"

BLOWOUT PREVENTER

"The Preventer with Pressure Balanced Design"

This is a brand new concept in preventer design. Well pressure no longer affects operating pressure.

Low friction design packing offers the only force which must be overcome to operate the new Cameron Type "F". Check the accompanying drawing for this and all the other new features in the preventer which closes on the most pressure with the least effort.



m packing is self-sealing and
lf-feeding, with a big reserve of
ugh oil-resistant Hycar rubber.
ese packing elements are built
take the rough treatment they
e bound to get.

Arms and rollers operate in Tee slots to close and open rams. Design geometry produces fast movement until rams engage pipe (or each other in blind application), at which point movement speed is reduced and sealing pressure is tremendously increased.

Operator can be removed and overhauled or replaced while drilling with no loss of rig time.

New simplified hydraulic operator is attached to one side only. With balanced pressure design far less force is required to close and open the preventer. Only one locking screw is necessary for manual closure in an emergency.

erse ram shafts are pressure
at both ends affording "bal-
pressure" operation. Shafts
—do not pull abrasives into
as with sliding rods.

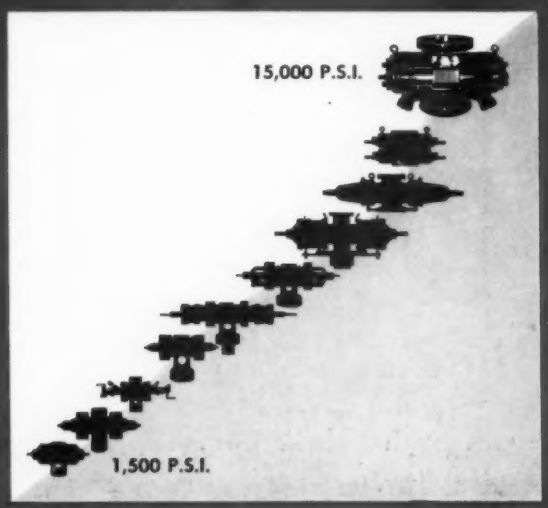
Compact hinged bonnets allow easy access for simplified ram changing. When fully retracted the roller and arm assemblies drop free of the rams. Ram bores are relieved toward bonnets to ease ram removal.

Pressure Ratings through 15,000 psi W.P.

All models are available with side outlets to eliminate drilling spools.

WELLS GO DEEPER

PRESSURES GO HIGHER



The need for reliable blowout preventers became critical in the early 1920's. Drilling depths had at that time reached gas pressure zones which were increasingly difficult to hold. Available equipment dramatically failed in the field and losses ran high. The first successful blowout preventer, a Cameron design developed during this period, solved the problem and met with instant success. Every Cameron preventer since has anticipated the need for adequate protection and has been ready when higher pressures were encountered. As wells go deeper, pressures increase and equipment to control these pressures becomes a necessity. The Cameron Type "F" Preventer is the latest design in an evolution which has met every new drilling pressure control demand over the years.

Cameron

IRON WORKS, Inc.

P. O. Box 1212 — Houston, Texas

Export Office: 7912 Empire State Bldg., New York City. In England: Cameron Iron Works Ltd., 76 Grosvenor St., London W. 1 England.

RESEARCH NEVER STOPS

New, high range test facilities had to be built for the Type "F" Preventer research and development. Pressure extremes and flow rates not yet encountered in the field are produced under test conditions.

Directions for design improvement and the soundness of new theories are quickly revealed, making this work one of our most important activities. But fact-finding is, of course, only part of the job. Every phase of design development must be coordinated with manufacturing. Designs must be practical in the shop as well as in t
again our facilitie
Cameron manufact
es are the most ad
industry. For insta
our own high qual
We forge it on
built to our own
Finally, we mach
and test this equip
the careful attenti
deserves when it i
its kind.

Cam

IRON W

P. O. Box 12

PS

vell as in the field. Here
r facilities are unique.
manufacturing process-
e most advanced in the
For instance, we make
high quality alloy steel.
e it on huge presses
our own specifications.
we machine, assemble
this equipment with all
ful attention a product
when it is the finest of

Cameron

IRON WORKS, Inc.
P. O. Box 1212 — Houston, Texas

Important Methods of . . .

Corrosion Control In Offshore Operations

by O. L. GROSZ
The California Company, Harvey, Louisiana

ALTHOUGH management and engineering staffs in today's petroleum industry take innumerable precautions to guard against wind and wave conditions, earth quakes, blowouts and other destructive forces of nature, little attention is given to the equally destructive effects of corrosion, a factor which should be given serious consideration in the designing of any offshore drilling structure. Such consideration must result in the use of special protective materials and proper maintenance to effectively combat corrosion.

Corrosion prevention is a calculated risk, and it has often been said that the most predictable thing about corrosion is that it is unpredictable. For this reason it is also known as the cancer of the metallic wealth of the nation. Many millions of dollars a year have been estimated in losses, due to corrosion damage in the United States. Producers of oil and gas have a "Lion's Share" in this invested loss in offshore platforms, pipelines and other exposed metallic structures. These imminent dangers therefore, emphasize the importance of corrosion control methods. Corrosion techniques are the structural and mechanical engineering principles applied to reduce susceptibility. These principles are supplemented by the electrochemical theory of corrosion, evaluated data of past experiences and the application of available tools and techniques.

To evaluate the actual corrosion susceptibility of a steel platform exposed to the conditions in the Gulf of Mexico, an inspection survey was conducted on one of the original platforms installed in 1949 by The California Company in Bay Marchand Field.

This platform, the Bay Marchand "A" Structure, was recently removed for relocation after eight years and four months of exposure. The platform was located in approximately 35 feet of water, the deck level being 23 feet above M.G.L. (Mean Gulf Level). The six pile, 3 conductor type structure, consisted of a jacket (piling guide) and a steel deck superstructure section. The main columns were 26 in. o.d. pipe with cross members and bracings of 10¾ and 8⅝ in. o.d. pipe.

The result of this survey indicates that multi-million dollar investments in offshore structures are imperiled and that the prevention of corrosion is an extremely important factor, which has become a serious, expensive operating problem.

This survey verifies other similar reports and assumes that this structure is a typical example of average conditions under similar circumstances in the Gulf of Mexico.

EVALUATION DATA

Economic Consideration . . . Time as well as the rate of corrosion is significant in estimating the amount of corrosion and its cost. The only corrosion that has economic significance occurs during the useful life of a unit or structure. If an offshore platform, for instance, is erected to drill wells and the wells are non-productive, a corrosion-free structure has no significantly great value. Experience has indicated, however, that a large percentage of structures will have some salvable value even after several years of use.

If reclamation is to be considered, a monetary value can be placed on the corrosion rates or losses incurred. In the majority of cases the cost to repair will substantially exceed the expense of having provided corrosion protection.

Many other contingencies are also involved on which no immediate dollar value can be placed. The economic evaluation, therefore, of any such losses is dependent to some extent upon human judgement.

History and Comparative Conditions . . . To point out these facts more conclusively and to obtain a comparative background, it may be well to consider other platforms of similar construction and exposure in this field. With identical treatment and protection, Bay Marchand Structures "A", "B" and "C" were concurrently fabricated and installed. Since only one well was drilled and no production was developed from "A" Structure, little maintenance was provided with the exception of an initial application of cathodic protection and some fish-oil spray applications in the early stage of the field development.

Both "B" and "C" Structures, however, had considerable periodic maintenance both in the atmospheric and splash zones and cathodic protection was renewed and maintained in the submerged area. "B" Structure was maintained with fish-oil spray until 1953 when it was completely sand blasted and coated with a vinyl coating system. On this same structure, monel wrap was welded to the splash or tidal area. In 1955 the coating was renewed with a vinyl mastic and is presently in good repair. "C" Structure was also maintained with fish-oil spray until 1955 when it was necessary to completely sand blast to remove the rust and scale, and an activated epoxy system was applied. The splash or tidal area was double-plated with ⅜" steel plate.

Other structures in this field with original coating systems of other generic types have also been sand blasted and recoated. No definite conclusion, therefore, can be made as to the best solution, other than continued emphasis on proper application and maintenance of all coating systems.

Visual Condition . . . A correlation survey was made on the bumper jacket and flare pile platform originally installed with the Bay Marchand "A" structure.

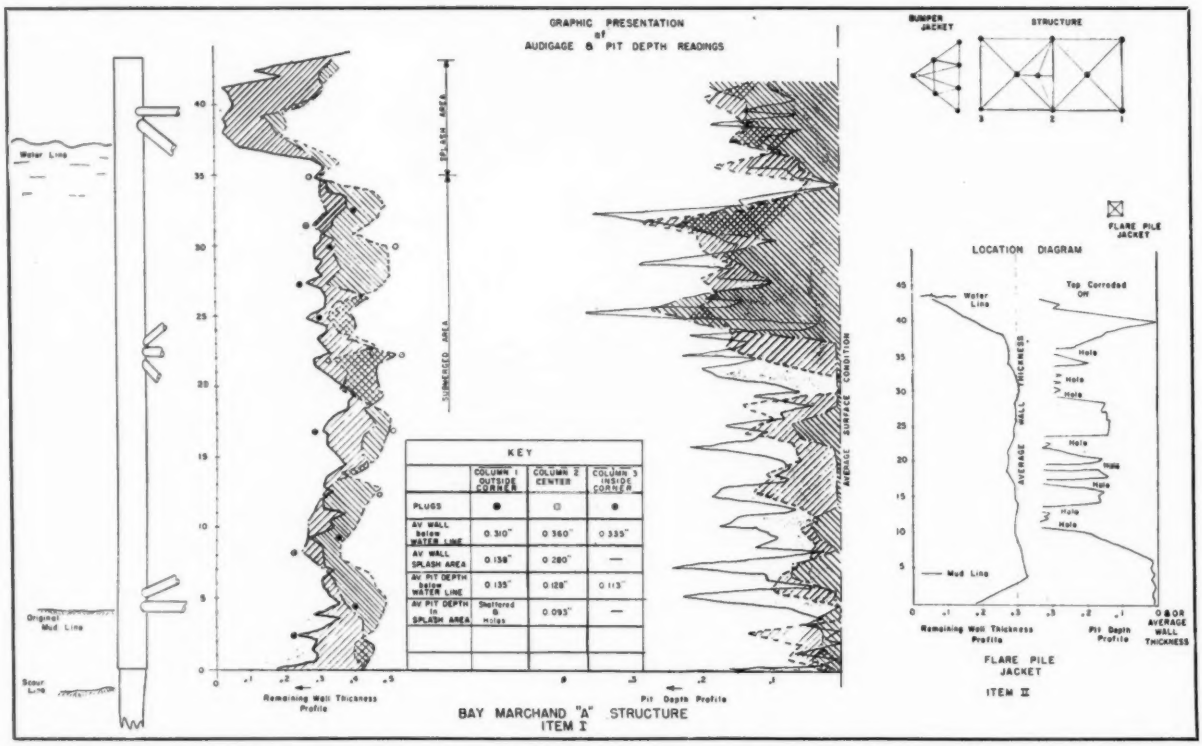
Visually it was noted that the

(continued on next page)

This discussion on corrosion was presented by Mr. O. L. Grosz at the South Central Regional Meeting, National Association of Corrosion Engineers, Oklahoma City, Oklahoma, October 1-4, 1957. Mr. Grosz is a member of that association.

Information in the paper is also included in a thesis submitted to the department of Mechanical Engineering and the Committee on Graduate Study and Research at the University of Wyoming in partial fulfillment of the requirements for the degree of Mechanical Engineering, Laramie, Wyoming, 1957.

NOTE: Statements and opinions advanced in this paper are individual expressions of the author and not necessarily those of The California Company.



This chart shows graphically the effects of corrosion on offshore structures. This platform, the Bay Marchand "A" Structure, was recently removed for relocation after eight years and four months exposure. At this time it was carefully examined and corrosion loss evaluated.

Corrosion Control . . .

(continued from preceding page)

areas lying below the mud line had not been basically affected, although the mud line was 6 to 8 feet lower than at the time of the original installation, thus exposing the entire jacket to sea water and eliminating any contact with the soil. This fact is due to the heavy scouring that has been evident in the operating area. The mud line was readily detected since the under-water areas were covered with barnacles and other marine growth. The piling showed no pitting and only slight evidence of corrosion but were covered with a hard brittle scale.

The bottom edges of the jacket columns were tapered to a knife edge, indicating an anodic current flow to the piling. Generally, corrosion could not be detected on the submerged area of the jacket due to marine growth, but a few penetrations were noticeable around welds and other scattered points. The submerged area of the jacket and piling had been cathodically protected once during the exposed time by the use of expendable magnesium anodes and had been prepolarized with magnesium ribbon. This protection was not maintained or renewed. For a period of 2 to 3 years, therefore, this area was protected. This probably accounts for the scale on the pile and relatively good condition of the jacket as compared to the flare pile jacket.

The area of the main structure jacket exposed to waves and mechanical damage was in a deteriorated condition. Several braces had been severed from their connections leaving large holes in the jacket. When the piling were pulled, sections of the main structure jacket collapsed under its own weight, dramatically indicating the destructive force of corrosion. This fact, along with the fact that the braces in this area were badly damaged or missing, plus effect of scouring, indicates that the jacket was affording little or no support and that the piling alone were supporting this platform in the Gulf of Mexico.

Examination of the inside areas of the jacket and piling around the area of penetration indicated only minor pitting and the formation of a thin layer of iron oxide.

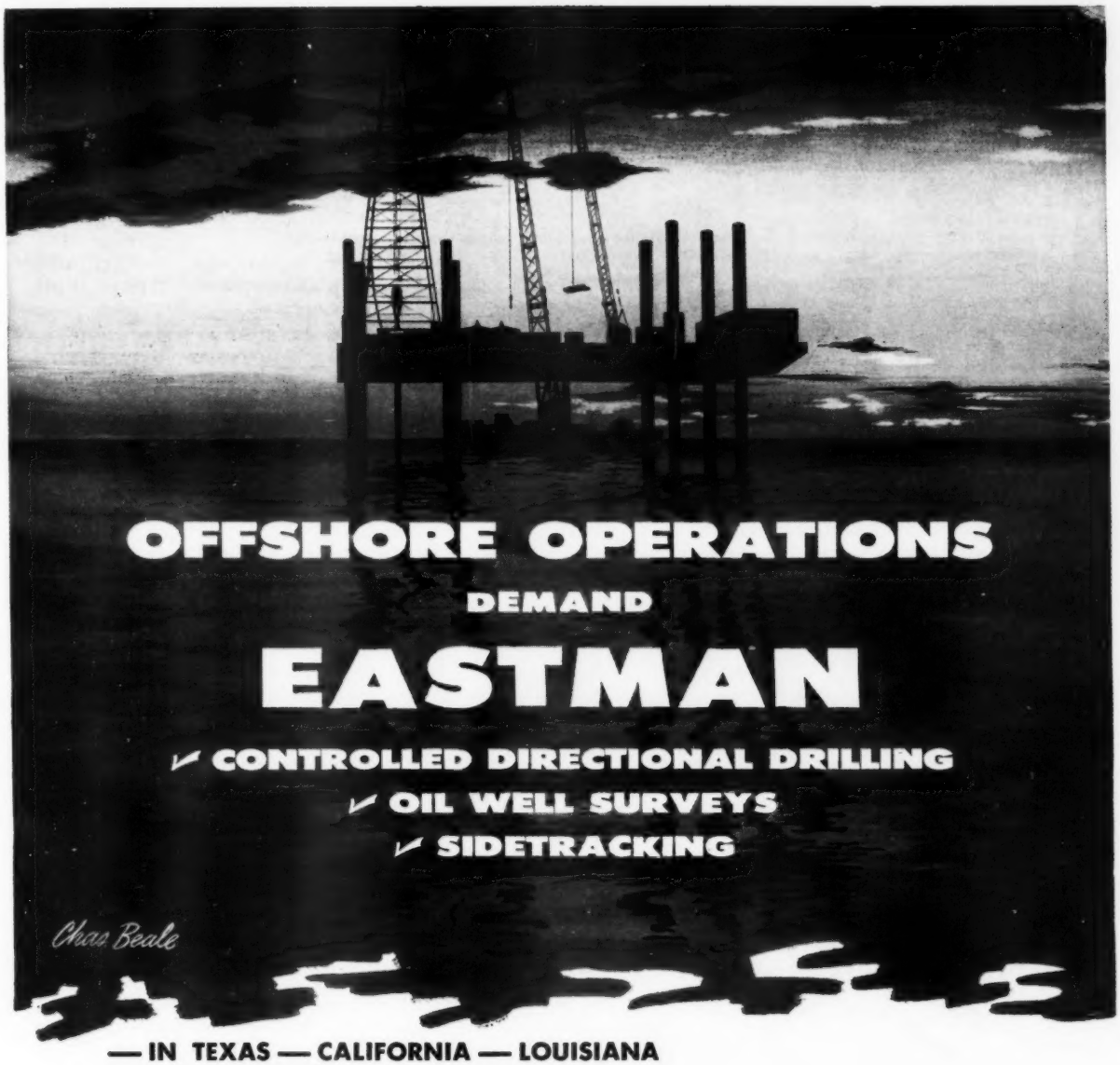
The superstructure was in relatively good condition. The original coating was found to be well intact in the areas above the wave and boat damage area. The under side of the deck showed signs of coating deterioration with heavy corrosion attack. The area at walkway level and 7 to 8 feet upward indicated severe corrosion with heavy scale formation of corrosion by-products. Tubular type corrosion was evident under the scale and only the increased thickness of steel in this area made it appear tolerable.

Examination of the flare pile jacket was astounding. Severely pitted and corroded, the jacket had the appearance of swiss cheese. The deterioration was not in the form of a uniform wasting away, and the pitting reaction occurred both inside and outside the jacket. This indicates that once the surface was penetrated, reaction then occurred from the inside. The piling indicated no pitting.

The bumper jacket was covered with a heavy scale of corrosion products. Structural forms (beams and angles) above the water line were severely corroded and only a shadow of their original shapes. Bolts holding or formerly holding the wooden bumpers in place were "necked down" and "penciled," indicating that the wood held moisture causing a more rapid corrosion attack.

Inspection Procedure . . . To establish realistic corrosion losses, actual metal losses were measured in this survey by every available

(continued on page 42)



— IN TEXAS — CALIFORNIA — LOUISIANA OR ANYWHERE IN THE WORLD . . .

"Your knowledge and experience in Directional Drilling, Sidetracking, and subsurface bore hole drilling have saved us untold time and money in our marine activities," declare operators.

The full impact of Eastman Services results from our 27 years specialized work in the above mentioned field. Constant research and development keep Eastman techniques, instruments and equipment progressively ahead so operators may enjoy even bigger advantages. Let Eastman help with your offshore problems.

EASTMAN

EASTMAN OIL WELL SURVEY COMPANY
LONG BEACH • DENVER • HOUSTON • CALGARY

EASTMAN INTERNATIONAL DIVISION
For Export Write
P. O. BOX 1500 DENVER 1, COLORADO, U.S.A.

FOR PROMPT SERVICE — CALL YOUR NEAREST EASTMAN OFFICE

contractor PETE TAULLI
uses MARION cranes !

Marion Model 43-M is used by Contractor Pete Taulli to sit 19 ton boiler in Ostricia for J. Ray McDermott Co. Inc.

CALL REAGAN
FOR SALES
AND SERVICE

REAGAN
Equipment Co.

4916 Jefferson Hwy., N. O., La., VE 5-5427
Hwy. 61 North, Natchez, Miss., Phone 7316

Corrosion Control . . .

(continued from page 40)

method. The Audigage was used as the most practical means of obtaining a series of readings. The validity of these readings was checked by cutting plugs and using a micrometer caliper instrument. This allowed a close visual check for all areas in question.

Pit depths were checked with lever and micrometer type pit depth instruments.

In the areas of severe corrosion, all measurements were checked from representative strips or plugs, thereby the accuracy of the readings in this report are felt to be dependable and reliable.

Sandblasting equipment was used to thoroughly clean to base metal a strip 6 to 12 inches wide on all accessible members, welds and points of question or doubt. This procedure allowed a clean, smooth surface for obtaining Audigage readings without removing base metal. Representative spots in each area were carefully chosen. Both a graphic and a pictorial summary are presented, and the attached tables and graphs show the direct results of the Audigage and micrometer caliper surveys.

Discussion of Results . . . A brief scan of the graphic and pictorial summary of this survey indicates that the corrosive environments encountered on a unit of this type are not uniform and present many and varied obvious corrosion problems. For corrosion control purposes and discussion, therefore, three main areas or zones of conditions are used for classification. These are:

1) Submerged area (mud and water)
2) Splash or tidal area
3) Atmospheric area

Submerged Area . . . The results of this survey indicates that the areas lying below the mud line are generally cathodic while the areas in the water are more generally anodic with local corrosion cells existing throughout the structure.

The majority of the welds below the water line were found to be in good condition. In some instance, particularly around areas where several braces were joined or were very close, the welds and immediate area were severely corroded. It is also interesting to note that in some areas the braces were anodic to the columns, and in others, the

(continued on page 46)

Black lines are part of the 250,000 glass-like, non-rusting, silicate fibers that are in each cross-sectional square inch of wrought iron. These fibers act as a maze corrosion can't penetrate.

Tests and service prove . . .

Wrought Iron Beats Corrosion Offshore

Basic composition of wrought iron prevents salt water corrosion from penetrating past the surface of the metal

THERE are three major steps in making standard wrought iron:

A. Melt and refine a base metal.
B. Produce a molten iron silicate slag. (Wrought iron is the only metal containing iron silicate.)
C. Mechanically incorporate the refined iron with the iron silicate slag—pouring melted iron at 2900 degrees Fahrenheit into 2500 degree molten slag.

The molten slag is a few hundred degrees lower than the molten iron at the time the two are mixed. This temperature differential causes the iron to rapidly solidify as it is poured into the liquid slag.

Rapid solidification of the refined iron causes the gases to dissolve with such a tremendous force, the metal shatters into small fragments, and settles to the bottom of the ladle, forming a three to four ton sponge ball (iron impregnated with iron silicate).

Rolling the 6000 to 8000 pound sponge ball into a bloom causes the iron silicate to elongate in the direction of rolling.

Microscopic inspection shows wrought iron has over 250,000 glass-like silicate (non-rusting) fibers per cross-sectional square inch. Each of these fibers is a barrier to corrosion.

Wrought iron and corrosion . . . When corrosion attacks wrought iron and encounters the non-rusting glass-like fibers, the fibers force it to disperse across the surface of the metal. Actually, corrosion works hand-in-hand with wrought iron, for its action helps form a dense, tight, protective layer over the metal, stopping further penetration. As has been found during inspection and testing of exposed wrought iron samples, the protective layer adheres so tightly that it requires several hard blows from a workman's hammer to loosen it.

Most ordinary uncoated metals used in marine service form large, loose corrosion scale. The scale retains moisture which accelerates corrosive action.

Improved wrought iron . . . This basically is the background of standard wrought iron. But by increasing the extent of the deoxidation of the base metal, using a more siliceous slag, and increasing the phosphorus content, a more corrosive resistant wrought iron can be made.

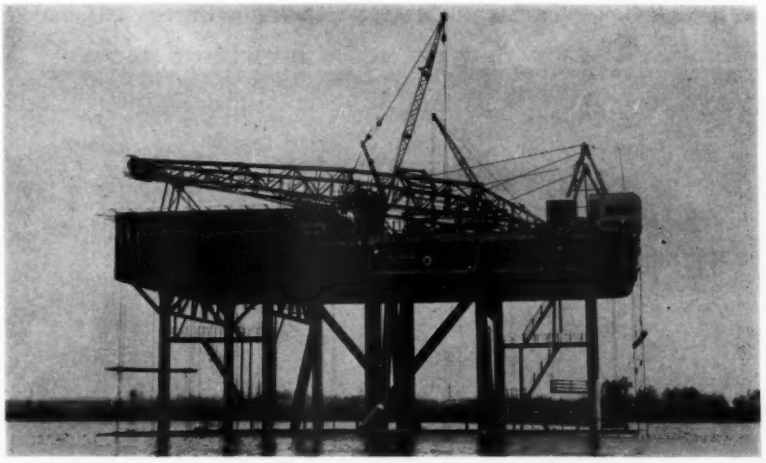
Seventeen years of in-service and laboratory testing by companies such as the A. M. Byers Company, has proved this type of wrought iron (called 4-D by the A. M. Byers Company) is 25 percent more corrosion resistant than standard wrought iron.

In addition to the increased corrosion resistance, 4-D type wrought iron possesses improved physical and mechanical properties, greater uniformity, and is just as easily welded and threaded.

These are the reasons why more and more offshore operators are incorporating wrought iron in their structural and equipment specifications.

Many offshore companies such as Magnolia Petroleum Company, Coral Drilling Company, and Standard of Texas, already employ wrought iron on offshore structures.

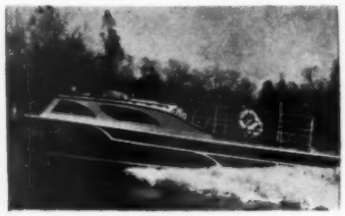
(continued on next page)



Rolled wrought iron plate gives splash zone protection to many offshore mobile units such as Coral Drilling Company's MR. ARTHUR.

BREAUX

EQUIPPED
OILFIELD WORK BOATS



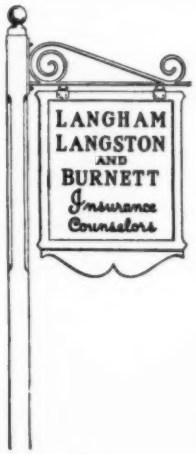
the Sandy Candy . . .

. . . measures 37'6" x 12'4". She is powered by two 6071A GM engines; 1.5:1 reduction gear. She attains speeds of 34.2 miles per hour at 2250 RPM and 29.0 miles per hour at 2000 RPM.

•

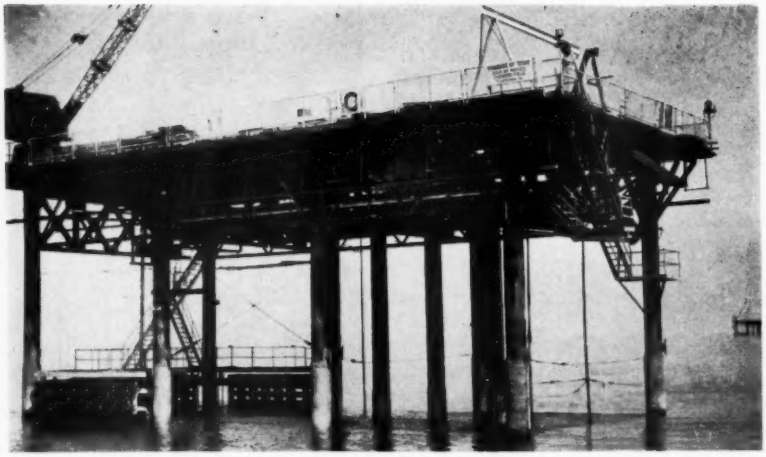
Breaux's Bay Craft, Inc.

of Loreauville, Louisiana
Phone EMerson 4-4540



CASUALTY
FIRE
MARINE
FIDELITY BONDS
SURETY BONDS
LIFE

3700 Montrose Blvd.
Houston, Texas
JA 3-4481



The four corners of Standard Oil of Texas' eight column offshore production platform have doub'ers fabricated from ⅜-in 4-D wrought iron.

Wrought Iron . . .

(continued from preceding page)

Magnolia Petroleum's offshore installations near Eugene Island, Louisiana have over 255 tons of wrought iron pipe and plate for dolphin hoods, boat landing supports, bracing for dolphins and pipe clusters, and bumper strips for landing docks.

Coral Offshore Drilling Company protected steel columns on their offshore platform **Mr. Arthur** with wrought iron plate. Hand railings and sanitary drain lines are also wrought iron.

The four corner columns of Standard Oil Company of Texas' eight pile platform, were installed with ⅜-in. thick wrought iron for doublers.

Shipboard uses . . . Service craft as well as offshore platforms use a large amount of wrought iron for hull and deck plating. The **Sharon Walker,** a 100-ft. exploration boat built by F. B. Walker & Sons, Pascagoula, Mississippi, employs 53 tons of wrought iron plate for its deck, house and hull.

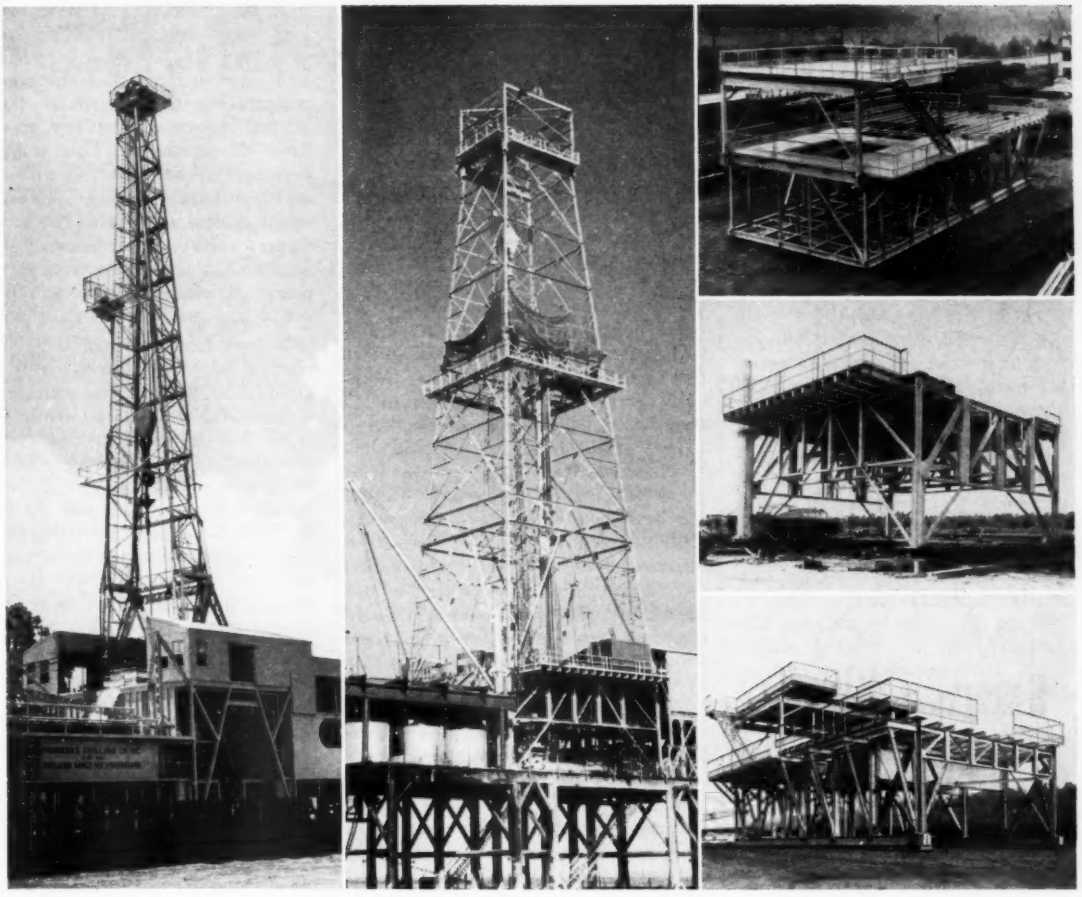
The hull of the 95-ft. offshore supply vessel, the **Charleen B,** owned by Begnaud Marine Service, is also made of all wrought iron plate.

Hundreds of marine service files, maintained by the Byers Company and the engineering service departments of other suppliers of wrought iron give graphic proof of the value of wrought iron in the battle against corrosion offshore.

Files cover platform decks; hand railings; oil tubing and oil casing; piping from wells to offshore platforms; electrical conduit; tanks on platforms; pontoons; and service boats.

Many of these files contain comparative results of wrought iron and other metals in identical marine environments. In addition, comparative laboratory tests are constantly being conducted. Invariably wrought iron's case against salt water corrosion is impressive, leading all to predict an excellent future for wrought iron in the expanding—and demanding—offshore oil operations field.

Begnaud Marine Services' 95-ft. supply boat CHARLEEN B, built by Platzer Shipyard of Houston, employs over 56 tons of wrought iron plate for hull and deck plating.



OFFSHORE—INSHORE . . . STEEL STRUCTURES DESIGNED TO MEET YOUR SPECIFIC REQUIREMENTS

. . . Lee C. Moore has years of experience in designing and fabricating special steel structures for use on over-water platforms and barges, and can provide you with valuable assistance in selecting the right type and size structure for use with your next over-water unit . . . whether it be a barge for drilling in the marshlands of Louisiana . . . a giant mobile platform for the Gulf of Mexico . . . or a unit supported by concrete piling in Lake Maracaibo.

LEE C. Moore CORPORATION

P. O. BOX 216 • TULSA, OKLAHOMA • DALLAS • HOUSTON • CENTRALIA • ODESSA • NEW ORLEANS CASPER • GREAT BEND • PITTSBURGH • EXPORT OFFICE: ROOM 624, INTERNATIONAL BLDG., 630 5TH AVENUE, NEW YORK 20, N. Y. • FOREIGN LICENSED MFR.: OIL WELL ENGINEERING CO., LTD., CHEADLE HEATH, STOCKPORT, ENGLAND

When oil men talk about OFFSHORE DRILLING the name you hear repeated more and more is . . .

READING & BATES

READING & BATES

READING & BATES

READING & BATES

READING & BATES

READING & BATES
OFFSHORE DRILLING CO.

Corrosion Control . . .

(continued from page 42)

columns were anodic to the braces.

To determine corrosion losses for this area, the average corrosion loss and maximum average pit depth at column 1 (outside column, table 1 on graphic presentation) appear to be the most representative for design criteria. Using this as a basis for calculations and assuming the original wall thickness to be 0.375 inches, the average remaining wall thickness is 0.310 in. This is a total average loss of .065 in. or approximately 18 percent reduction, but since this structure was cathodically protected for a minimum of two years, only the unprotected period of six years and four months is considered for the losses to be incurred. This is an average annual loss of 10.3 mils (0.103 in.) per year. This factor is based upon a uniform deterioration or wasting away, and it is quite evident that this is not the case and that the additional loss due to pitting is far more than a minor item to be considered. The average pit depth is calculated to be 0.135 in. or slightly more than ⅛ of an inch in depth. When this is subtracted from the average remaining wall thickness, the total remaining wall thickness leaves 0.175 in. or only approximately 3/16 of an inch. This represents a total of 54 percent reduction in wall thickness or a total annual loss of 31.7 mils (.0317 in.). This is indicated even more spectacularly by the deteriorated condition of the flare pile jacket which had no cathodic protection in this period.

Splash or Tidal Area . . . This area is usually described as the distance from one foot below Mean Low Gulf to as high as 10 to 15 feet above Mean Low Gulf in extreme wave areas. This area is readily detected in the graphic presentations or graphic summary presented herein.

The results of this survey indicate that there is every reason for concern in this area, as this point is the weak link in the chain of holding metal structures in sea water.

Considering the jacket area at this critical point where mechanical damage is experienced the average remaining wall thickness is only 0.138 in., 63 percent reduction, or an average annual loss of 28 mils (.028 in.). The pitted and deteriorated condition of the metal in this area would indicate the maximum penetration rate of at least 32 mils (.032 in.) per year. Based on this particular structure this would be a minimum rate; since this was a dry hole structure, the activity of landing boats and barges up to the structure has been at a minimum. It is also evident that the complete penetration of the metal has occurred in some time less than the time of removal. The maximum penetration rate of 40 mils (.040 in.) per year, therefore, could be a realistic loss. Sheltered columns of areas indicate a progressively lesser rate of deterioration with a maximum penetration rate of 20 mils (.020 in.) per year.

It has been indicated by similar studies of structures in this same general area, that the rate of corrosion and pit depth would penetrate this size structural pipe in 8 to 10 years. This conclusion is based on a straight line depreciation rate, while the actual condition is undoubtedly logarithmic. Generally, the corrosion rate is more rapid at first and decreases as the corrosion by-products form a partial barrier to the steel. Since wave and mechanical damage, however, are continually removing these by-products, no true constant can be established to judge the deterioration.

It is interesting to note (graphic presentation) that in the area of most complete destruction, the pitting reaction is not as deep as the areas further removed, with the exception of complete penetration. This tends to indicate that the corrosion by-product (scale) may slow down the general overall corrosion action but increase the pitting tendencies. The adage that painting over rust and scale can do nothing to prevent pitting beneath the surface is strengthened. It is on this basis that sandblasting or pickling is recommended for all metal subject to corrosion attack. Areas covered by mil or corrosion-by-product scale are anodic to the surrounding area and this process is reversible and cyclic, thereby, producing accelerated corrosion rates.

It should also be noted that the walkways in this general area are subject not only to heavy mechanical damage, but that the use of angle and "I" beams greatly increase the corrosion susceptability of this type construction.

Part II, the second half of this discussion will be seen in next month's OFFSHORE. It will give the conclusions and recommended protective procedures of the Author.

A Chemist describes . . .

Sulfonates As Rust Preventives

by DR. ROBERT SIMONOFF
L. Sonneborn Sons, Incorporated, New York

SULFONATES obtained during acid treating of petroleum fractions are excellent sources of corrosion preventives. The sulfonate molecule contains a polar grouping (the sulfonate radical) and a hydrocarbon portion. The polar group gives the molecule an attraction to metal, whereas the hydrocarbon residue gives it an attraction to oil. Thus the sulfonate serves as a bridge between metal and carrier oil. As a result, an oil film is held tightly to the metal surface, acting as an effective physical barrier against the penetration of water.

All organic sulfonates are not equally effective as rust preventives. The balance between polarity and the hydrocarbon portion of the sulfonate, the structure and the molecular weight of the hydrocarbon portion affect the rust preventive properties.

Origin of petroleum sulfonates . . . The origin of petroleum sulfonates coincides with one of the earliest techniques of petroleum refining-acid treating. Petroleum sulfonates are formed when petroleum products are treated with sulfuric acid, oleum or sulfur trioxide.

The oil layer and water (or sludge) layer formed during acid treating contain oil-soluble and water-soluble acids known by their respective colors as mahogany and green acids. For half a century they remained by-products of little apparent value, with their properties virtually uninvestigated.

In the past two decades attention was focused on these sulfonic acids and their salts. Their versatility is now widely recognized; they have become one of the most important surface active agents of commerce.

In general, petroleum sulfonates which have molecular weights above 400 (as the sodium salt) can be classified as oil-soluble or oleophilic sulfonates, while those with a molecular weight below 400 are generally water-soluble or hydrophilic.

In preparing rust preventive preservative oils, we need consider only the sulfonates of molecular weight greater than 450, as the lower molecular weight sodium sulfonates have only limited use as rust preventive agents.

Raw materials . . . The sulfonates of petroleum origin are advantageous for many reasons, not the least of which is availability and low cost. Here again, the refiner has a wide choice of materials which permit him to prepare sulfonates tailor-made for particular uses.

Manufacture . . . Regardless of the raw material, similar processes are used in the manufacture of sulfonates. The controlled reaction between acid and petroleum distillate results in an oil-insoluble sludge which settles to the bottom of the reaction vessel. The oil-soluble or oleophilic sulfonic acids remain in the upper oil layer; they are converted to salts by neutralization with caustic soda or other alkalis. The sulfonate salts can be used as such in the oil, or they can be removed from the oil with suitable extraction media, then concentrated and further purified.

Sulfonates are highly resistant to hydrolysis and will not readily be converted to the sulfonic acids. This property is important in the case of sulfonates used as rust preventive agents, since otherwise free acids might form which would tend to be corrosive.

Influence of cation . . . Sulfonates of petroleum origin generally are produced as the sodium salt since in the extraction stage, sodium hydroxide is used to neutralize the sulfonic acids. Other cations can be used; generally the following three types of sulfonates find usage as corrosion preventive agents:

1. Sodium sulfonates
2. Calcium or barium sulfonates
3. Ammonium or amine sulfonates

The least expensive and most commonly used rust preventive is the sodium sulfonate. For static conditions, such as slushing compounds (preservative oils), the sodium salt is ideally suited.

Carrier . . . The carrier for a rust preventive is either an oil, a petrolatum grease or a wax, or suitable combinations of the three components, Finished rust preventives fall into three types based on consistency.

For certain rust preventive requirements, a very fluid product is required. Such a rust preventive is made by diluting the rust preventive composition with either a kerosene, mineral spirit or solvent naphtha. This diluted rust preventive facilitates application to metal by either brush, spray or dip.

Carrier oil may influence the effectiveness of rust preventive agents. A rust preventive agent might show extra-ordinarily good protection with a particular carrier oil yet be less effective with other oils. Because the manufacturer of sulfonates has no control over the carrier oil which is used by the compounder of rust preventive agents, the sulfonate, in order to be classified as a good rust preventive, should be capable of being used interchangeably with a great variety of different carrier oils.

Test methods . . . The government has established, and industry has accepted, accelerated tests for evaluating the expected performance of a rust preventive. One such test that evaluates this property of a petroleum sulfonate is the standard humidity cabinet test, (government specifications JAN-H-792). A rust preventive agent is expected to have a humidity cabinet life of at least 200 hours when applied to standardized sand blasted steel panels.

Sulfonate concentration . . . Optimum amount of sulfonate to use in a particular rust preventive application will depend on the severity of conditions leading to rust formation. The rust preventive oil should contain 3-5 percent of petroleum sulfonate on a dry basis, but the more sulfonate used, the better the rust preventive properties. Since petroleum sulfonates are marketed generally as a 60 percent concentrate in oil, the commercial material should be added to the finished rust preventive at a concentration of 5-8 percent. Such finished rust preventive will show a humidity cabinet life of at least 200 to better than 1000 hours with sand blasted steel panels, depending upon the amount of sulfonate used and the particular carrier oil.

Creole Petroleum Corporation's two new lay barges being outfitted at Marine Fabricating & Engineering Company's yards for the long tow from Houston to Lake Maracaibo, Venezuela.

Marine Fabricating builds . . .

Lay Barges For Lake Maracaibo

Creole's two new pipe laying barges feature a new type barge extension and an automatic pipe handling system

TWO NEW pipe laying barges have left the yards of Marine Fabricating & Engineering Company in Houston, bound for Lake Maracaibo, Venezuela. The two lay barges belong to Creole Petroleum Corporation and will be used to lay oil lines from their Lake Maracaibo wells to offshore gathering platforms and shore stations.

The two barges were designed to lay pipe ranging from two to 20 inches in diameter. For Lake Maracaibo installation of Creole's smaller under water oil lines, pipe is coated ashore with either a plastic or bituminous coating only, not concrete coated. With just this thin coating for protection, pipe must necessarily be carefully handled. One nick in the coating and the corrosive waters of Lake Maracaibo would soon damage the pipeline. Therefore, all pipe handling surfaces on board the new barges, the **C-325** and **C-326** are covered with three-inch pads of neoprene. Pipe is also automatically handled by neoprene rollers during the line up and welding operation.

Difference in the two barges is mainly in the arrangement of the power and auxiliary equipment and barge width. Dimensions of the **C-325** are 140 ft. by 60 ft. by 10 ft.; for the **C-326,** 140 ft. by 50 ft. by 10 ft.

Both barges have a specially designed 60 ft. bridge that attaches to the bow of the barge adding 60 ft. to the length of the barges welding line.

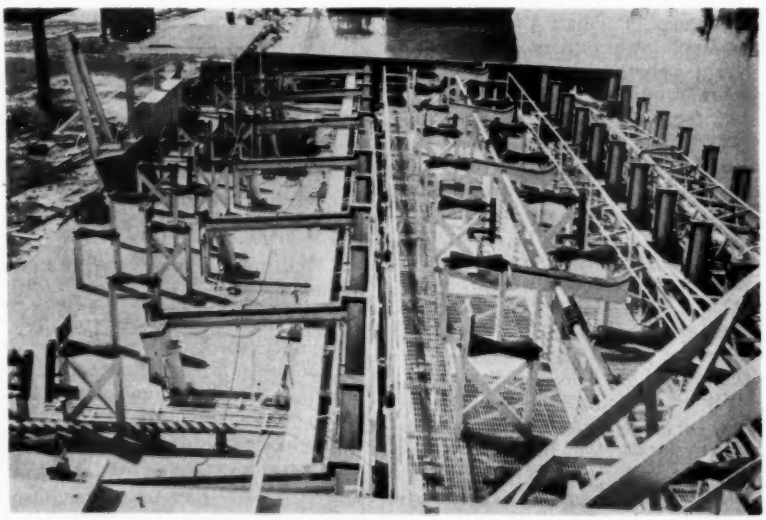
Pipe laying procedure . . . Pipe is made up in 90-ft. lengths and coated ashore. These lengths are transported out to the barge and loaded aboard by the 70-ft. starboard stiffleg. Pipe is stacked in a neoprene lined pipe rack until needed.

As the pipe is needed it is picked up from the rack by the stiffleg, loaded onto an automatic conveyor, which rolls it down, a length at a time, onto powered neoprene rollers. Rollers carry it out onto the 60-ft. bridge extension. Transfer arms then flip the pipe over onto the welding line where tapered rollers position it for welding.

There are two welding stations on each of the barges, one station forward on the barge and one station aft. Stations are on the port side and are 90 ft. apart. A complete welding operation is carried out at each of the stations, allowing the barge to move forward 180 ft. after each weld.

The completely automatic handling of the pipe, after it is taken from the storage rack and placed in the feed rack, is facilitated by a series of air motors connected to the transfer arms, pipe lifts, and rollers.

Two Ingersoll-Rand 50 hp air compressors furnish air for 14 differ-



Double set of rollers at right are part of a 60-ft. barge extension that is added to the bow of the barge when on location. This extension facilitates the automatic handling of 90-ft. lengths of up to 20-in. pipe.

ent air-motors that drive the automatic pipe handling systems on each barge. Rollers furnished by Castle Rubber Company operate on Link-Belt bearings.

Once the transfer arms have flipped the pipe over onto the first set of rollers, then the pipe is carried out onto the bridge, pipe lifts place it over on the line, and rollers carry the pipe along until the joints are in the two welding stations, all at the push of a button.

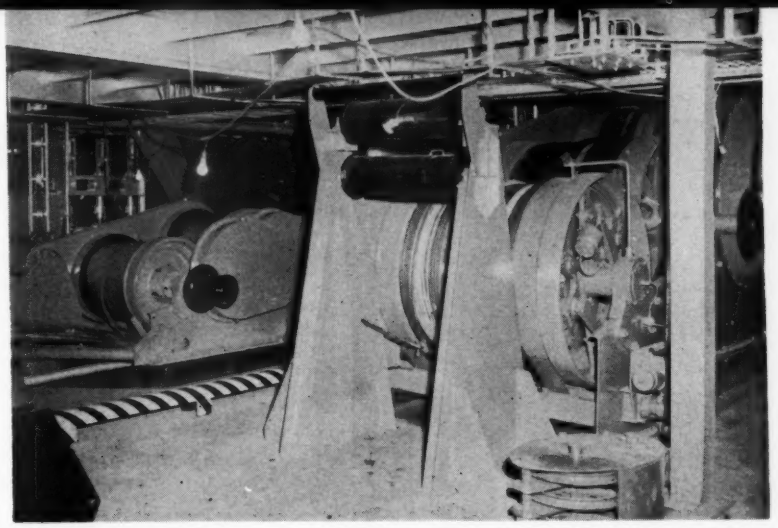
After it leaves the station it proceeds off the stern of the barge and into the water.

Bending stress on the pipe is held to a minimum through use of a sling attached to an 80 ft. stiffleg at the stern of the barge directly in back of the equipment house. Hold down clamps located just in back of the second welding station prevent the pipe from having a lifting effect on the unwelded end as the welded section sinks down to the lake bottom.

Each of the two welding stations will contain three welding machines. Complete welding of a joint and the coating applied for the welded area takes place at the same station.

The automatic pipe handling system is operated from either the local operator's console located on the second level of the equipment building or from the master operator's console near the seocnd welding station, at the rear of the barge.

The barges are also equipped with four side booms and four-.ive horsepower winches. These side booms are primarily for use when lifting pipe for repair and not for initial pipe laying activities. Stifflegs, booms and all power winches aboard the two barges were supplied by Clyde Iron Works of Houston.



Lower floor of all aluminum equipment building houses Clyde Iron Works' hoists for stifflegs and anchors. Barge has two stifflegs, and four anchors besides the four side davits and hoists.

Anchoring system . . . Four anchors hold the barges steady during laying operations. A 3000 pound anchor at the bow and stern of each barge and 1500 pound anchors on each in the center of the barges.

Power . . . Barges are each equipped with 2400 kw diesel-electric sets. This power is controlled through a General Electric type DA 7093 motor control center.

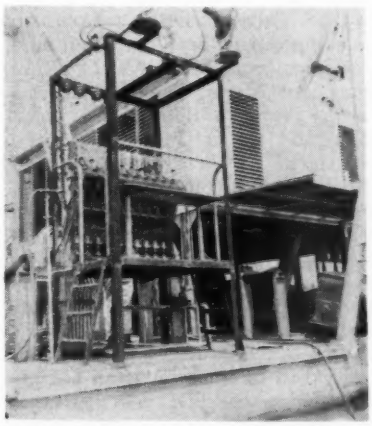
Auxiliary equipment . . . For visual inspection of pipe under water, each barge is equipped with two complete deep sea diving units supplied by the Morse. Diving Equipment Company.

Additional auxiliary equipment includes an Ingersoll-Rand utility water pressure set and ballast pumps and a GE cold water drinking fountain, and locker and bathing facilities for the crew.

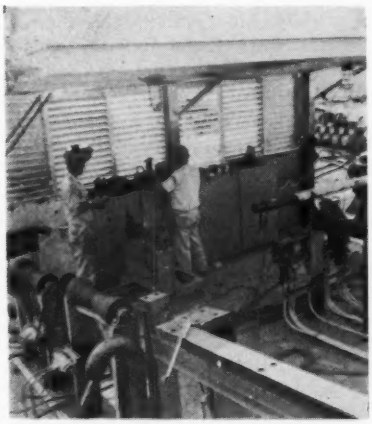
Power and auxiliary equipment are housed in a two-story all aluminum equipment building. Walls of the building are made up of louvered panels giving almost 100 percent visibility and yet affording protection from sun and rain.

All outside equipment and the barge hulls, themselves are painted with Dimetcote No. 3, metallic protective coating made by the Amercoat Corporation.

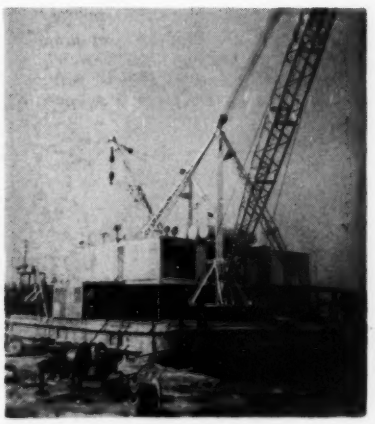
New Lincoln welding machines stored in the equipment building for the trip to Lake Maracaibo.



Master control panel for the automatic pipe handling system and starboard stiffleg is an elevated platform forward of the second welding station.



Complete operation of welding 90-ft. lengths of pipe and coating the welded area is carried on at each of the barge's two welding stations.



Stiffleg at the stern of the barge handles a sling that lowers the pipeline gently to the bottom of the lake. Barges are capable of moving ahead 180 ft. at a time.

How we can

HELP YOU

With your food and housekeeping problems

LESS ADMINISTRATIVE "HEADACHES"

We assume full responsibility, relieving you of details such as:

- Hiring
- Supervision
- Operation
- Labor Relations
- Purchasing
- Quality and Cost Control
- Accounting

LOWER COSTS

Our experience enables us to tailor services to your particular operation, cut waste, get the most for your money through our controlled purchasing system.

BETTER SERVICE

Providing good service is our business. We are already feeding more than eight million meals per year to industrial workers. Our experience is your best guarantee of satisfaction.

BETTER EMPLOYEE MORALE

You get greater working efficiency among employees who are well-fed. Good food, well-prepared and served, is the key to good morale among your employees.

•

For contract feeding and housekeeping on marine drilling rigs, quarterboats and in oilfield camps, write, wire or call for our proposal.

•

UNIVERSAL SERVICES OF TEXAS, INC.

Offshore Feeding Contractors
P. O. Box 705

Phone 5018 Morgan City, La.

The TDC NO. 2, Thirteen Drilling Company's new inshore drilling barge has already gone to work in Lake Neches, St. Martin's Parish, La., for American Louisiana Pipeline, Inc.

Reagan Builds New . . .

$1 Million Barge For 13

Thirteen Drilling Co.'s second inshore mobile unit features heavy duty equipment for deeper drilling

Anticipating the recent increased emphasis on inshore drilling operations, the Thirteen Drilling Company ordered a new shallow water drill barge from Reagan Tool Company several months ago.

The TDC No. 2, Thirteen's second inshore submersible unit, has recently been launched and has already gone to work for American Louisiana Pipeline, Inc., In Lake Neches, St. Martin's Parish, Louisiana.

The 155-ft. by 50-ft. by 12-ft. mobile unit was built by the Reagan Tool Company at their Morgan City, Louisiana, yards.

Drilling equipment . . . Features of the deep drilling unit include a one million pound capacity Lee C. Moore jack-knife type, 142-ft. derrick, with a 480-ton traveling block having a 50-in. sheave. Mast and drilling equipment is mounted on a 19-ft. square sub-structure.

Drawworks is a Model 1015 Bethlehem and the rotary is a Bethlehem Model B-275.

Power . . . Prime power aboard the Thirteen Drilling Company's newest addition to the inshore drilling fleet is furnished by three 550-hp Waukesha diesel engines.

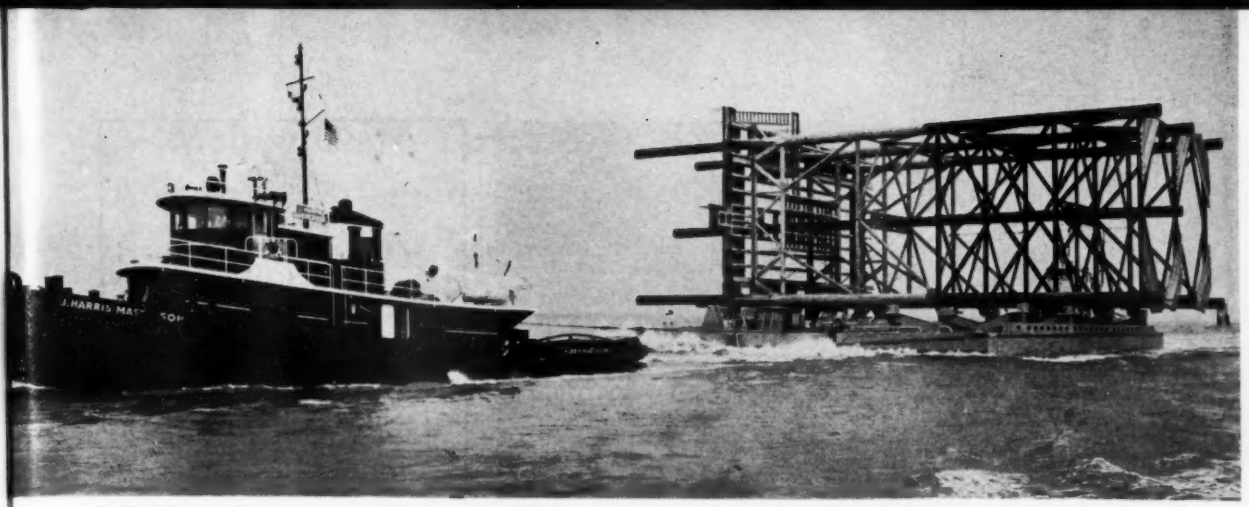
Mud system . . . Mud system aboard the drilling rig is built around two 850 hp Bethlehem G-85 mud pumps.

The Thirteen Drilling Company is composed of Franklin, Louisiana, residents, including, M. C. Rose, president; Mervin Daniels, vice president; Nathean Bourdreaux, treasurer and C. C. Burleigh, general manager.

Wives of the officials participated in christening ceremonies held at the Reagan yards.

Reagan Tool Company specializes in all types of marine construction and repair. They have built many inshore and offshore drilling platforms.

Reagan officials on hand for the christening of TDC No. 2, were Tom Reagan, president; Frank Riess, vice president; Troy Waterk, general superintendent; and Marcel Lambert, production manager.



G & H Towing Company tug, J. HARRIS MASTERSON, is shown towing the 100-ft. platform and hinged barge to drill site in Block 27, South Timbalier Area. Flooring of platform is not installed until platform is in place, thus preventing sail effect while platform is under tow.

Coastal Marine Uses Controlled . . .

Platform Launching Barge

Barge performs even better than expected on first job setting 365 ton platform in Block 27 South Timbalier in 53 ft. of water

NEW equipment and techniques that show promise of cutting the cost of tender-platform drilling operations have been introduced by the Coastal Marine Drilling & Construction Corporation of Houston.

Coastal Marine's new dual hull, hinged, platform launching barge, their tender the **Howard Cole** and their supply vessel **Irwin W. Alcorn,** were able to set a three well, 50 ft. by 80 ft., 365 ton platform, lay the floor on the platform and install equipment ready for drilling in four days. This is considerably under the 7 to 14 days normally taken for such an operation.

In addition to the economy effected in time saved, the installation also economized by not requiring the services of a derrick barge.

The unique hinged barge was designed by L. B. Christenson Engineers, Inc. (formerly Christenson & Graham, Inc.) of Pasadena, Texas, and fabricated by Todd Shipyards of Houston. Todd also fabricated the 100 ft. platform that was set up in Block 27, South Timbalier Area by Coastal Marine and Associates.

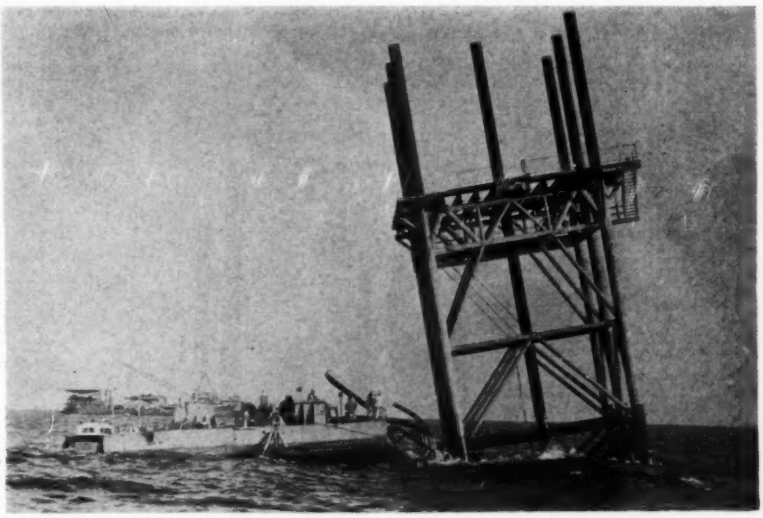
Platform was fabricated right on the barge and both were towed to the installation site by a G & H Towing Company tug which was helped in the rough seas by the **Irwin Alcorn,** Coastal's 132-ft. supply vessel. Even in the five foot seas, barge and platform were very stable under tow.

Platform was fabricated without a floor so that it would not have a sail effect while under tow. After platform was installed, wooden planking was laid for flooring.

Barge Operation . . . This new platform launching barge is actually two barges connected by four heavy hinges and four 130 ton hydraulic rams. The surface barge is 130 ft. by 56 ft. by 8 ft. and the submersible barge is 130 ft. by 32 ft. by 8 ft.

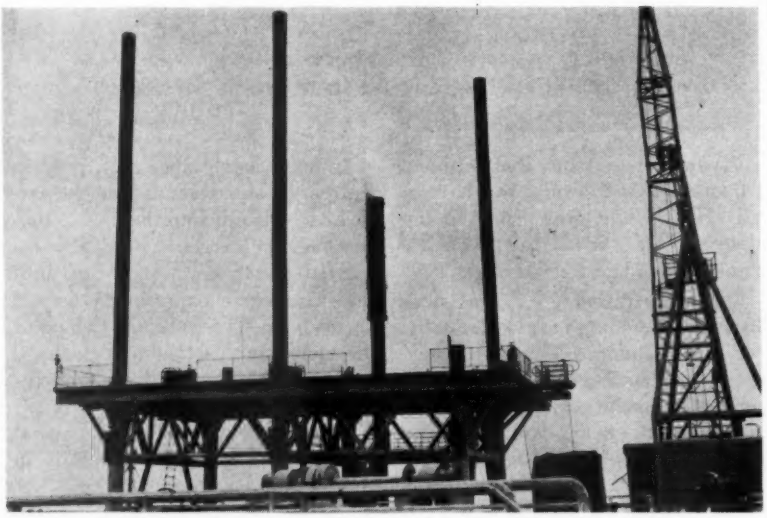
In operation, ballast and rams tip the barge and start it and the attached platform into the water. Ballast on the barge is gradually increased and rams pushed out until the submersible barge and platform are inclined 45 degrees. At this point the rams start acting as restraints, holding back the platform and allowing it to ease down slowly. Kick-off plates on the end of the platform studs give the sinking platform

(continued on page 58)

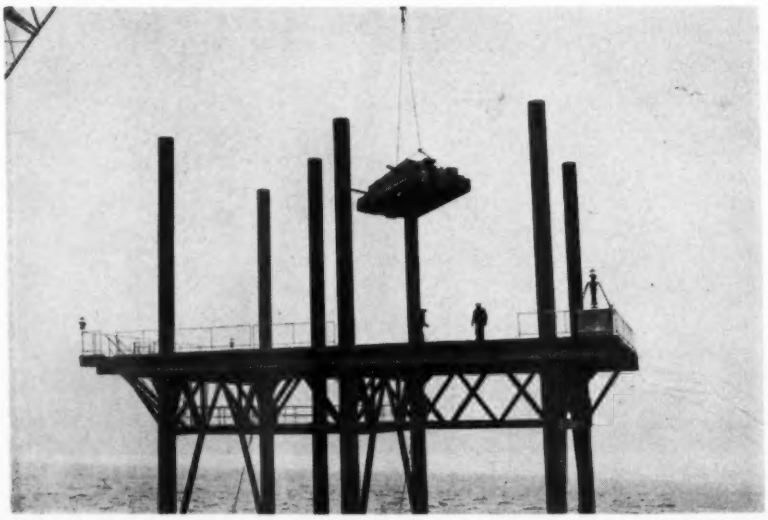


Ballast and rams tip the barge and start it and the attached platform into the water. The four hydraulic rams each have a thrust of 130 tons. Ballast on the barge is gradually increasing and rams pushed out until the submersible barge and platform are inclined 45 degrees. After platform reaches 45 degree angle, rams start acting as restraints, holding back the platform and allowing it to ease down slowly. Sealed spuds give added buoyancy.

Coastal-Marine's 132-ft. supply vessel, IRWIN ALCORN, helped tow the barge and platform and supplied the piles needed to anchor the platform firmly to the Gulf floor.



Use of the Delmag diesel pile driver freed crane for other duties. Pile driving hammer attaches to the top of a pile and delivers 48—39,700 pound strokes a minute.



Wooden planking is used for flooring on the 50 ft. by 80 ft. platform, reducing original cost of the platform and increasing its mobility.

MARINE AND INDUSTRIAL SUPPLIES

MAC SAYS:

Call him for Shipboard Wiring Supplies and Equipment.

Big stock on hand of

Hose-McCann Telephones.

Russell & Stoll Ltg. Fixtures.

Wire & Cable
Lighting Fixtures
Outlet & Junction Boxes
Switches & Switchboards
Motors & Controllers
Axial Flow Fans
Centrifugal Fans
Generators—Shaft driven
Pumps—To handle all liquids
Cable Hangers
Connectors—All sizes
Searchlights
Floodlights
Storage Batteries
Battery Charging Panels
Electrical Spare Parts

MARINE CONSTRUCTION

Specialists In DC Equipment & Offshore Elec. Repairs

SWITCHBOARDS

Motor Rewinding

WIRING

24-HOUR SERVICE

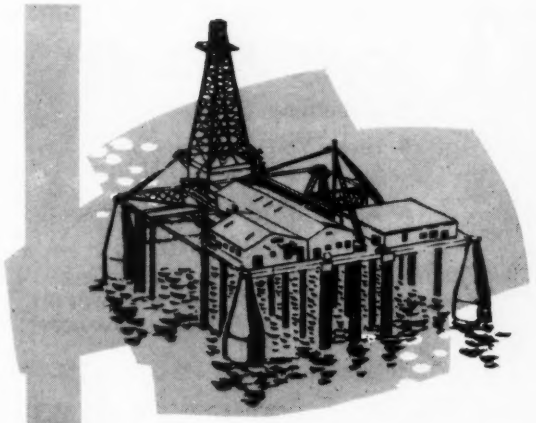
McINTOSH ELECTRIC

4775 PORT ARTHUR ROAD
BEAUMONT, TEXAS

Phone: Terminal 5-2517

Mobile Units, Tenders, And Self-Contained Platforms Gulf Coast Area

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Barnwell Offshore, Inc. Self-elevating 176' x 176' x 152' with three 145' legs	"Mister Cap"	To 100'	Shut down in Main Pass Area
Blue Water Drilling Corp. Submersible	Rig No. 1	70'	Drilling in Block 78, Vermillion Area, for Austral Oil
The California Company Submersible 11' x 90' x 156' with four 3' x 10' x 35' pontoons	S-45		Bay Marchand, La., Rowan Drilling Co., contractor
The California Company Submersible 12' x 90' x 190', with four 4' x 24' x 50' pontoons	S-55		Shut down for repairs
Continental Marine Exploration Co. Submersible 230' x 99' with 54' between fixed hulls	"M & H Drilling Platform No. 12"	To 30'	Shut down, Terrebonne Bay
Coral Drilling Company Submersible 180' x 151' x 84' with four pontoons	"Mr. Arthur"	To 70'	Drilling in Block 23, S. Timbalier Area, California Company.
Deepwater Exploration Co. Self-elevating overall 121' x 118'	"Deepwater No. 2"		Completely salvaged unit at LeTourneau, Vicksburg yard
Delta Marine Drilling Co. Submersible	"Chris Zeppa"	To 35'	Waiting on Location
Dixilyn Drilling Corp. Self-elevating 194' x 152' overall. Three 175' legs	"Julie Ann"	To 105'	Drilling in Block 20, South Timbalier Area, for Gulf Oil Corp.
C. G. Glasscock Drilling Co. Self-elevating. Deck 258' x 104', pad 200' x 180' with four 10' dia. columns	"Mr. Gus II"	138'	In Block 48, West Delta Area, Waiting on Location
Gulf Marine Drilling, Inc. Submersible	Rig No. 1	30'	Drilling La. State Lease 1483 for Gulf
Kerr-McGee Oil Ind., Inc. Submersible 13' x 54' x 160' with two 13' x 14' x 110' pontoons	Rig 40	To 20'	Waiting on Location, Eugene Island Area
Kerr-McGee Oil Ind., Inc. Submersible 13½' x 72' x 140' with two 13½ x 13½' x 140' pontoons	Rig 44	To 40'	Waiting on Location, Ship Shoal Area
Kerr-McGee Oil Ind., Inc. Submersible 142' x 69' x 13'6", with two 10' x 11' x 146' pontoons	Rig 45	To 35'	Drilling Block 45, Main Pass Area, for Cities Service
Kerr-McGee Oil Ind., Inc. Submersible	Rig 46	To 70'	Drilling in Block 39, Vermilion Area for Pure Oil Co.
Kerr-McGee Oil Ind., Inc. Submersible	Rig 47	To 70'	Waiting on Phillips Next Location
Louisiana-Delta Offshore Corp. Submersible 180' x 151' x 12'	Drill Barge Louisiana	To 65'	Christened April 8, 1958
Louisiana-Delta Offshore Corp. Submersible 156' x 90'	Drill Barge Delta	To 25'	Waiting on location for The Texas Company
Magnolia Petroleum Co. (Drill barge on piling)	Rig 52		Out of service
Marine Drilling Inc. Submersible 12' x 74' x 200' with four fixed pontoons	"101"	To 45'	Drilling Timbalier Area for The Texas Company
Movible Offshore Co. Robert Macy Design 201' x 211' x 110'	"Movible No. 2"	To 80'	Drilling for Texaco, High Island Area
Noble Barge Co. Twin-hull submersible 217' x 100'	"Lloyd Noble S-66"	To 100'	Being built at Avondale Marine Ways



LOSS PREVENTION

— included in your offshore oil insurance

YOUR INSURANCE AGENT knows the importance of experienced handling in arranging proper coverage, and he knows how much the proper servicing of losses can mean to you. For this reason he will probably recommend placing the insurance on your offshore oil drilling and production equipment with a specialized market such as Southern Marine.

Southern Marine's Loss Prevention Service, included at no extra cost, is geared to work with you in preventing loss in order to reduce future insurance costs and prevent equipment down-time. Even with full reimbursement for loss or damage, equipment down-time knocks out your income. Ask those who use Southern Marine Loss Prevention Service how well it works.

SOUTHERN MARINE

& AVIATION UNDERWRITERS, INC.

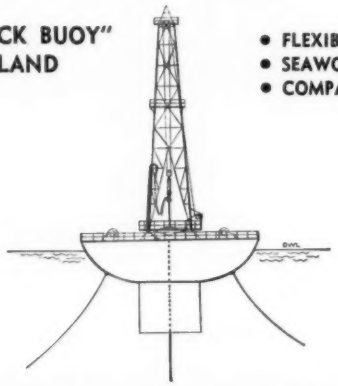
610 Poydras Street, TUlane 5266, New Orleans 12

L. K. GIFFIN *President* **LEE M. STENTZ** *Vice President* **FRED L. KRIEDT** *Vice President*

DO YOU WANT

- Something Different?
- Have You An Unusual Structure In Mind?
- An Idea To Work Out?

"DERRICK BUOY" ISLAND



- FLEXIBLE
- SEAWORTHY
- COMPACT

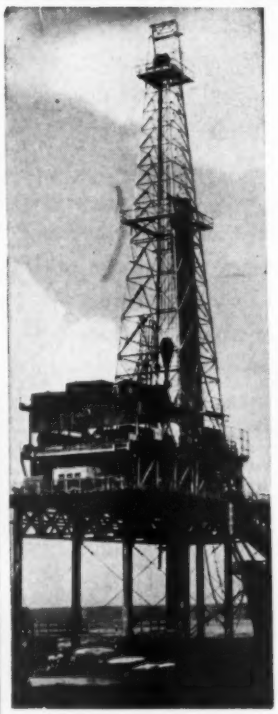
FORSTER SHIPBUILDING CO., INC.

FORSTER DESIGN AGENCY

"We Design and Build the Finest"

LOS ANGELES HARBOR

TE. 2-4527 PO BOX 66 TERMINAL ISLAND



For Offshore Drilling!

use

FITLER

PURE MANILA

MARINE ROPE

and

OILFIELD CORDAGE

Identified by the blue and yellow registered trademark and treated to insure flexibility whether wet or dry.

"Waterproofed" and "Rotproofed"

The EDWIN H. FITLER CO.

ESTABLISHED 1804 PHILADELPHIA 24, PA.

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Ocean Drilling & Exploration Company Submersible 200′ x 300′ x 98′	"El Dorado"	To 70′	Enroute for Tehuantepec, Mexico, on Gulf side
Ocean Drilling & Exploration Company Submersible 132′ x 220′ x 58′	"Mr. Charlie"	40′	Drilling for Shell Oil, Block 27, South Pass Area
Ocean Drilling & Exploration Company Submersible 120′ x 180′ x 49′	"John Hayward"	30′	Drilling for self, et al. Block 9, East Cameron Area
Ocean Drilling & Exploration Company Submersible 200′ x 300′ x 93′	"Margaret"	To 60′	Drilling for Shell, Block 128, Ship Shoal
Ocean Drilling & Exploration Company Submersible 120′ x 180′ x 50′	"St. Louis"	To 30′	Drilling for Shell, Block 27 South Pass Area
The Offshore Company Self-elevating 8½′ x 70′ x 203′ with twelve 6′ dia. caissons	Mobile Unit No. 51		Bayou Bouef Louisiana
The Offshore Company Self-elevating 13½′ x 117′ x 220′ with fourteen 6′ dia. caissons	Mobile Unit No. 52		Block 129-A, Eugene Island Area
The Offshore Company Submersible 12′ x 74′ x 200′ with four 6′ dia. caissons	Mobile Unit No. 53		Block 67, West Cameron Area
The Offshore Company Self-elevating 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 54		Block 22, S. Timbalier Area
The Offshore Company Self-elevating 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 55		Panama
The Offshore Company Self-elevating	Mobile Unit No. 56		Under Construction by American Bridge, Orange, Texas
Penrod Drilling Company Submersible 150′ x 190′	"Jim Woodruff"	To 70′	On location in Bay Marchand Area
Placid Oil Co. Twin submersible hulls, each 72′ x 178′	Unnamed	To 100′	Being built by Levingston at Orange
Reading & Bates Offshore Drilling Company Self-elevating	"C. E. Thornton"	To 90′	Drilling for CATC, Block 115, East Cameron Area
Rimrock Tidelands, Inc. Submersible	"Rimtide"	To 35′	Under construction by Southern Shipbuilding Corp., Slidell, La.
Sea Drilling Corp. Submersible	"Seadrill 2"	30′	Drilling for Union Oil & Gas Corp. of Louisiana, High Island Area
Sea Drilling Corp. Submersible	"Seadrill 3"	30′	Drilling for The Texas Co., South Timbalier Area
Southeastern Drilling Corp. Submersible 11′ x 90′ x 156′ with four pontoons	Rig 22, Barge 8		Drilling for The Texas Company, Southwest Marsh Island
Trans-Gulf Offshore Drilling, Inc. Self-elevating	"Trans-Gulf No. 10"	75′	Christened March 7 at Adams Terminal, Houston, Texas
Union Producing Co. Submersible 160′ x 190′	Unnamed	To 76′	Under construction at Todd Shipyards Corp., Houston
Universal Drilling Company Self-elevating	"Mr. Louie"	To 130′	Under construction by Port Houston Iron Works
Zapata Off-Shore Company Self-elevating. 194′ x 152′ overall. Three 145′ legs	"Vinegaroon"	To 80′	Drilling for Standard Oil Company of Texas, Block 140-1, off Coast of Galveston, Texas
Zapata Off-Shore Company Self-elevating. 20′ x 80′ x 140′, with three triangular legs	"Scorpion"		On location Cay Sal Bank, Bahamas

Drilling Tenders

OWNER	NAME	WATER DEPTH	PRESENT STATUS
An-Son Offshore Drilling Co.	"Carl B. Anderson"		Commissioned Nov. 2 at Equitable Equipment Co.
The California Company Converted LST, 328' x 50'	S-21	22'	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company Converted LST, 328' x 50'	S-22	100'	Vermillion Area, Louisiana, Noble Drilling Co.
The California Company Converted LST, 328' x 50'	S-23	45'	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company LST, 328' x 50'	S-24	37'	West Delta Area, Louisiana, Noble Drilling Co.
The California Company LST, 328' x 50'	S-25	39'	West Delta, Louisiana, Loffland Bros. rig
The California Company LST, 328' x 50'	S-26	23'	Main Pass, Louisiana, Loffland Bros. rig
Coastal-Marine Drilling and Construction Corp. New tender, 272' x 56'	Howard S. Cole Jr. Coastal-Mariner No. 1		Building platform and preparing to drill in Block 27, South Timbalier Area
CATC Group New tender, 260' x 54'	"J. C. Craig"	50'	Drydock
CATC Group New tender, 260' x 54'	"Carle Sharp"	72'	Drydock
CATC Group New tender, 260' x 54'	"Ernie Miller"	50'	Drydock
CATC Group New tender, 260' x 54'	"Jack Cleverley"		Drydock
Deepwater Exploration Co. Converted LST, 328' x 50'	"Deepwater No. 1"		Block 174, Ship Shoal
Delta Marine Drilling Co. Converted LST, 326' x 50'	"Joseph Zeppa"	42'	Finished drilling for MCN, West Cameron Area, waiting on location
Gulf Oil Corporation New tender	"Dolphin"		Completed, placed in moth ball fleet at Orange, Tex., engines pickeled, and rig stacked
Gulf Oil Corporation Converted LST, 328' x 50'	"Eagle"	118'	Rig stacked at Morgan City, Louisiana
Gulf Oil Corporation New tender, 272' x 60'	"Pelican"	136'	Rig stacked at Morgan City, Louisiana
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-1	50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-2	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-3	60'-65'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-4	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-5	40'-50'	At Orange, Texas for storage
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-6	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-7	50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-8	60'-65'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-9	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-10	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-11	40'-50'	Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-12	45'-60'	South Timbalier Area

Available

INTERNATIONAL PAINTS ARE AVAILABLE EVERYWHERE . . . WHEREVER MARINE EQUIPMENT IS SERVICED

Send for a complimentary copy of our recently revised booklet "The Painting of Ships." It is an outline of the latest approved practices in all marine maintenance.

International Paint Company, Inc.

Offices:

New York 6, N. Y., 21 West St., Phone: WHitehall 3-1188
New Orleans 15, La., 628 Pleasant St., Phone: TWinbrook 1-4435
So. San Francisco, Cal., So. Linden Ave., Phone: PLaza 6-1440

Gulf Stocks at:

SAN ANTONIO MACHINE & SUPPLY CO.
Harlingen, Texas. . Phone: GArfield 3-5330

SAN ANTONIO MACHINE & SUPPLY CO.
Corpus Christi, Texas. . . . . Phone: 2-6591

TEXAS MARINE & INDUSTRIAL SUPPLY CO.
Houston, Texas. . . . Phone: WAlnut 6-1771

TEXAS MARINE & INDUSTRIAL SUPPLY CO.
Galveston, Texas. . . . . Phone: 5-8311

BERT LOWE SUPPLY CO.
Tampa, Florida ------- Phone: 2-4278

MARINE & PETROLEUM SUPPLY CO.
Orange, Texas. . . Phone: 8-4323—8-4324

RIO FUEL & SUPPLY CO., INC.
Morgan City, Louisiana, Phone: 5033—3811

ROSS-WADICK SUPPLY COMPANY
Harvey, Louisiana, Phone: Fillmore 1-3433

MOBILE SHIP CHANDLERY CO.
Mobile, Alabama. . Phone: HEmlock 2-8583

VOORHIES SUPPLY COMPANY
New Iberia, Louisiana Phone EM 4-2431

FINER EQUIPMENT—

FOR FASTER, MORE EFFICIENT SERVICE!

The 51' ROBIN ANN is one of a fleet of crewboats maintained by Robin Boat Rental Service, Inc. to serve the oil industry offshore. Included in the fleet are many other 51' boats of this type built by Equitable Equipment Company, Inc. of New Orleans. The ROBIN ANN is built in accordance with American Bureau of Shipping standards and U. S. Coast Guard requirements for carrying passengers for hire. She is ruggedly constructed and seaworthy, but outfitted on par with the finest pleasure yachts afloat.

Crewboats for Sale or Charter to VENEZUELA

Call us for: Crewboats, Seagoing Tugs, Big Tenders

ROBIN BOAT RENTAL SERVICE, Inc.

Phone FOrest 6-7217 - 8

2121 8th St. Harvey, La.

MARITIME INSURANCE

AGENCY, INC.

New Orleans

an experienced office for the offshore drilling contractor.

827 PERDIDO ST. • JA 5-7011

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Kermac I" Rig 16		Waiting on Location
Kerr-McGee Oil Ind., Inc. New Tender, 250' x 50'	"Kermac II" Rig 43		Waiting on location
Kerr-McGee Oil Ind., Inc. New Tender, 250' x 50'	"Kermac III" Rig 48		Waiting on location
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Frank Phillips" Rig 39		Waiting on location
Llano Drilling Company New tender, 260' x 54'	"Clayton G. Dorn"		In Drydock Orange, Texas
Magnolia Petroleum Co. (Converted YF)	"Gulf Coast Barge No. 2"		Out of Service
MCN Group Converted YF	MDT-1	27'	Waiting on location
MCN Group Converted YF	MDT-2	52'	Waiting on Location
MCN Group Converted YF	MDT-3	32'	Waiting on Location
MCN Group Converted YF	MDT-4	50'	Block 64, East Cameron, Well A-5, drilling
MCN Group Converted YF	MDT-5	32'	Waiting on Location
MCN Group Converted YF	MDT-6	35'	Waiting on location
MCN Group Converted YF	MDT-7	27'	Block 72, Ship Shoal Area, Well G-1, drilling
Pan American Petroleum Corp. Converted LST, 328' x 50'	"Pan American 50"		Orange, Texas
Phillips Petroleum Company Converted YF, 260' x 48'	"K. S. Adams" Rig 40	24'	Bay Marchand, Block 5
Reading & Bates Offshore Drilling Company	"J. W. Bates"	60'	Drilling for CATC, Block 123, Vermillion Area
Reading & Bates Offshore Drilling Company	"George M. Reading"	60'	Drilling for Shell Oil Co., Block 175, Eugene Island Area
Southeastern Drilling Corp. Converted YF	Rig 12, Barge 9		Shut down, Industrial Canal, New Orleans, Louisiana.
Zapata Off-Shore Company Converted YF, 260' x 48'	"Nola No. 1"	16'	At Galveston, waiting on location

Self-Contained Platforms

COMPANY	DESCRIPTION	YEAR BUILT	LOCATION	WATER DEPTH
CATC Group	106' x 220'	1955	Block 47, Grand Isle, La.	95'
CATC Group	110' x 146'	1956	Block 40, Grand Isle	82'
CATC Group	110' x 146'	1956	Block 45, West Delta	50'
CATC Group	110' x 146'	1957	Block 47, Grand Isle	88'
CATC Group	110' x 146'	1957	Block 45, West Delta	50'
CATC Group	110' x 146'	1957	Block 48, Grand Isle	97'
Dixilyn Drilling Corp.	120' x 145'	1956	Rig removed and in storage at Dupont's Bayou Bouef yard	
Forest Oil Corp.			Block 4, E. Cameron, Gulf Marine Drilling Inc. (power-package rig)	
Gulf Oil Corporation	120' x 145'	1957	Rig Stacked at Morgan City, La.	

COMPANY	DESCRIPTION	YEAR BUILT	LOCATION	WATER DEPTH
Humble Oil & Refg. Co. Rig # 50	78' x 200'	1956	J Platform, Block 16, Grand Isle Area	50'
Humble Oil & Refg. Co. Rig # 54		1958	D Platform, Block 54, South Timbalier Area	
MCN Group (Delta Drilling Co. contractor)	52' x 106'		Block 110, West Cameron Area, drilling well A-4	40'
Mecom Petroleums	82' x 193'	1948	Rig removed from platform	34
Phillips Petroleum Co.	85' x 140'	1955	Block 184, Eugene Island Area, vacated, platform remains	84
Phillips Petroleum Co.	88'9" x 140'	1955	Block 129-A, Eugene Island Area, La. Platform Inactive	52'
Phillips Petroleum Co.	88'9" x 140'	1956	Block 172, Eugene Island Area. Vacated platform	77'
Phillips Petroleum Co.	88'9" x 140'	1956	Block 191, Eugene Island. Platform inactive	81
Phillips Petroleum Co.	88'9" x 140'	1957	Block 129, Eugene Island Area. Company tools	57
Pure Oil Company	52' x 106' with 51' x 82' pipe rack	1957	Well completed, rig removed	72'
Shell-Humble	115' x 135'	1958	Block 188, Eugene Island Area	68'
Shell Oil Company	115' x 135'	1958	Block 192, West Cameron Area	56'
Shell Oil Company	55' x 110'	1958	Block 176, Eugene Island Area	86'
Sinclair Oil & Gas Co.	112' x 133'	1956	Block 86, South Timbalier Area, Rimrock Tidelands, contractor	92'
Sinclair Oil & Gas Co.	118' x 142'	1957	Block 175, Eugene Island Area	85'
Sinclair Oil & Gas Co.	118' x 142'	1957	Block 190, Eugene Island Area. Rimrock Tidelands, contractor	72'
Sinclair Oil & Gas Co.	118' x 142'		In storage at McDermott Bayou Boeuf yard	
Sinclair Oil & Gas Co.	80' x 180'	1955	Block 15, South Timbalier. No rig in operation	
The Superior Oil Co.	138' x 326'	1955	Block 71, West Cameron. Well B-6 (directional)	48'
The Superior Oil Co.	144' x 326'	1954	Block 71 Field, West Cameron. Well C-3 (directional), Block 101, temporarily completed as gas-condensate well	43'
The Superior Oil Co	96' x 225'	1958	Block 76, Vermilion Area. Well B-1	21'

SERVING *your* EVERY NEED!

Specialists in all types of marine construction and repair, Reagan Tool Company serves offshore oil operators as well as inland waterways shippers. Reagan Tool combines efficiency with speed in serving your every need.

Basic utility type diesel tug

Recent steel pipe rack construction job.

Reagan
TOOL COMPANY

Highway 90 East Morgan City, La.
Phone: 6484

Bludworth Standard 75' Tow Boat 75'x26'x9'-6", 1200 hp

Designed and Built By:

BLUDWORTH SHIPYARD, INC.

Box 5426 WA 6-1741

HOUSTON, TEXAS

INSURANCE SPECIALISTS . . .

. . . in all forms of coverage for the oil, gas and allied industries. We would like to serve you through the insurance agent or broker of your choice.

EXCESS-SURPLUS LINES, INC.

818 Hibernia Bldg. New Orleans 12, La.

Telephone TUlane 1191 *Teletype NO 157*

Cable Address EXSURP

STEEL BARGES

For CHARTER

McDONOUGH MARINE SERVICE

429 BALTER BLDG. Ph. MA 6824 NEW ORLEANS, LA.

Morgan City, La. Phone 5082

Harvey, La. Phone MA 6824

Coastal Marine . . .

(continued from page 52)

some buoyancy and aid in preventing rapid descent.

After the platform is set in place the submersible barge takes on additional ballast which lowers the launching section another foot and allows it to disconnect. Ballast is then pumped out and barge refloated.

This installation procedure can also be used in reverse for removing platforms. Barge has a ballast force of 1800 tons.

The barge is construced with rake ends that will permit towing in either longitudinal or broadside directions.

In only an hour and a half after arriving on location platform was in place.

Pile driving . . . Another innovation by Coastal saved still more time and money. Seven 120-ft. piles were already made up and resting inside the casing, thus saving hauling costs and welding time.

Supply vessel **Irwin Alcorn** carried an additional 160 ft. of piles allowing the platform to be firmly anchored.

The 60 ton crane aboard the **Howard Cole** was used to lift the piling into place, but after it was welded to the preceding section a Delmag diesel pile driving hammer was slipped over the top of the piling and started.

The Delmag pile driving hammer is a one cycle diesel pile driver that attaches to the top of a pile and delivers 39,700 ft. pounds of force with every stroke, and averages 48 strokes a minute. This hammer took 250 blows to drive the piles a foot during the last few feet of the 160 ft. penetration.

Use of this pile driver frees the cranes for other jobs such as flooring the platform and installing equipment.

Platform was installed in 53 ft. of water and stands 43 ft. above the waves. Coastal Marine Drilling Company and Associates acquired the lease on a farm out from Phillips Petroleum Company.

The **Irwin Alcorn** and the An-Son Drilling Company tender, **Carl B. Anderson,** will work in conjunction with the platform during drilling operations.

News from the
SHIPYARDS

Arthur Levy Acquires New 87-Ft. Cargo-Crew Vessel

Christened near Morgan City recently was the **Capt. Jake,** 87-ft. all-steel cargo passenger boat for Arthur Levy Boat Rentals.

Designed and built by Sewart Seacraft, the **Capt. Jake** has gone to work for Shell Oil Company. It has a 30-ft. beam and will make up to 13 mph.

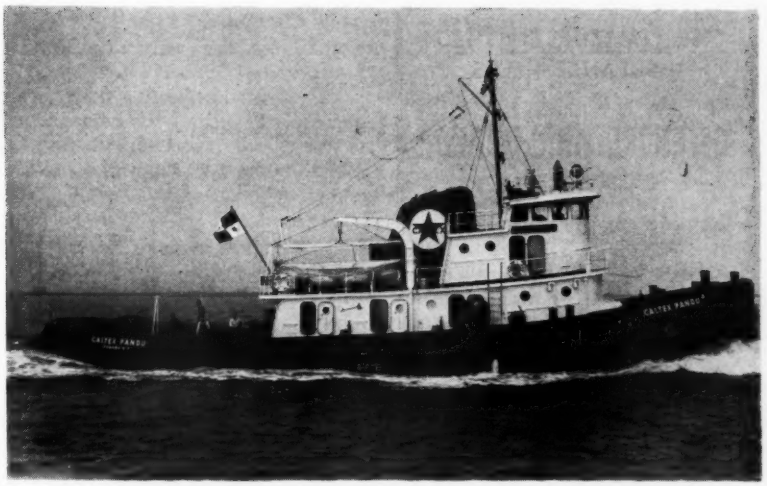
Main power for the new boat is provided by two GM 6-110 engines. In addition there are two 30 kw generators to supply auxiliary power.

Fuel tanks have a capacity of 7000 gallons, while potable water tanks afford a 3500-gallon capacity.

Approved and certificated by the U. S. Coast Guard, the **Capt. Jake** carries a complete line of modern navigational equipment. Apparatus includes a White compass, an FM radio system, an RCA marine telephone, and Raytheon Mariner Pathfinder radar.

Living quarters are air-conditioned throughout, and both captain and crew have private quarters. Spacious sleeping area is also included for passengers.

Galley, built below deck at the request of Shell to provide more passenger space, is equipped with a double stainless steel sink, a spacious pantry, an electric range and a deepfreeze and refrigerator.



Tug CALTEX PANDU completed for Caltex Oceanic Limited by Gulfport Shipbuilding Corporation measures 105-ft. by 27-ft. by 15-ft. and is powered by a 1700 shp GMC engine.

Versatile New 1700-HP Tug Built By Gulfport For Caltex

Versatility is incorporated with workhorse design in a 1700-hp tugboat recently completed by Gulfport Shipbuilding Corporation, Port Arthur, Texas, for Caltex Oceanic Limited.

The 105-ft. by 27-ft. by 15-ft. vessel with a GMC Model 16-278A diesel electric main engine generating 1708 hp, has already sailed for Sumatra to work for Caltex.

The tug carries a governor prime mover manufactured by Marquette Metal Products Co. and a 120-volt Allis-Chalmers motor for operating the governor.

Operating the main engine are Allis-Chalmers type MHO dc generators producing 1210 kw at 750 rpm. The Herringbone reduction gear transmits 1500 hp at a ratio of 4:1:1.

Main propulsion motor by Westinghouse Electric Corporation is capable of producing 1530 hp at up to 700 rpm.

Power for auxiliary equipment is provided by Delco 60 kw diesel generator sets powered by Detroit diesel engines Model 6064-B — one set is located forward and the other aft.

Conspicuous among the auxiliary equipment are two Worthington air compressors run by 5-hp GE motors and an anchor windlass unit by Almon A. Johnson operated by a 10-hp motor. Wright Hoist Division supplied the 2½-ton chain hoists.

Gulfport supplied the lube oil storage tank and fuel oil tanks.

Excellent safety facilities have been incorporated with Goulds fire pumps and an 18-ft. lifeboat seating 15 persons, a CO^2 system by Kidde Sales & Service, Inc. of Houston, and 20 U. S. Coast Guard approved life jackets.

For communicating with shore and with other vessels, the **Caltex Pandu** is equipped with a Motorola radio telephone.

Living quarters are air-conditioned with Thermal blower units in the galley and crew quarters.

There is a Fairbanks-Morse cooling pump unit with a condenser and receiving tank by Carrier Corpora-

(continued on next page)

CAPT. MARIE, 65-ft. by 20-ft. by 8-ft. tug, breaks water following its completion by Marine Construction Company. Operated by General Towing Corporation it has living quarters for five.

SPECIALIZING IN THE
INSURANCE NEEDS
OF THE
OFFSHORE AND INLAND
OIL INDUSTRY

STEINER INSURANCE AGENCY
600 BARONNE ST. EXpress 2291
NEW ORLEANS 12, LA.
Arthur A. Steiner
Edgar A. Steiner

(continued from preceding page)

tion and a salt water strainer by Gulfport.

In the modern galley there is an electric range, and for convenience of crew and passengers there is a 52-gal. hot water heater and a water cooler.

Regan Builds Inshore Barge For Two-R Drilling Company

Reagan Tool Company has begun work on a new inshore drilling rig for the Two-R Drilling Company of New Orleans.

The rig is being constructed on a barge owned by the drilling company and is being outfitted with major drilling machinery furnished by Bethlehem Supply Company.

Barge measures 170-ft. by 45-ft. by 12-ft. with an eight by 73-ft. slot.

Equipment being placed on the rig will include a B 3661 drawworks compound driven by three Waukesha diesel engines. Two B 1640 mud pumps will be located with the power equipment in the machinery space on the main deck.

The drilling floor will contain a B 275 rotary driven independently through a special transmission and a cat works assembly powered by a Waukesha diesel.

Mast is a Lee C. Moore cantilever type with a 32-ft. base and a height of 142 ft. The crew quarters will be completely air conditioned and will sleep 22 men.

Powerful Tug SAVANNAH Completed at New Orleans

One of the world's most powerful tugs was christened in New Orleans recently before going to work for Atlantic Towing Company of Savannah, Ga.

Built by Equitable Equipment Company of New Orleans, the 105-ft. **Savannah** generates 2100 hp and has an emergency rating of 2400 hp.

Its 16-cylinder, turbo supercharged marine diesel engine was built by Alco Products, Inc.

Equitable Building 16 Boats For Oil Exploration in Brazil

Brazil has awarded Equitable Equipment Company of New Orleans a $2¼ million contract for 16 vessels to be used in oil exploration along the Amazon River and its tributaries.

The assortment, which Equitable has agreed to deliver within 180 calendar days, includes three 130-ft. barges, five 65-ft. tugs, six 55-ft. tugs, and two 45-ft. tugs.

All of the boats will be constructed at Equitable's Madisonville, Louisiana, shipyard.

Power for the 65-ft. tugs is provided by diesels rated at 580 continuous hp. The 55-ft. vessels generate 380 continuous hp, while the 45-footers have a 190-hp capacity.

The builder will deliver the vessels to the Brazilian government in three tows, each consisting of a barge loaded with three tugs and pulled by a fourth tug.

Constantly Expanding...
for better offshore service!

- EXPLORATION BOATS
- PRODUCTION BOATS
- CREW BOATS
- SUPPLY VESSELS
- TUGS
- BARGES
- Contact us for availabilities

BEGNAUD *Marine Service*
Box 162 • ROCKPORT, TEXAS • SOuthfield 4-2627

GULFPORT BUILT . . .

Tug ZEUS, 103' x 25' x 13'—1200 HP General Motors Diesel Gear Drive tug, built for Intracoastal Towing and Transportation Corp., Houston, Texas. Delivered August 13, 1957.

Gulfport Shipbuilding Corporation builds many types of fine marine equipment for the oil industry . . . derrick barges, tugs, dredges, cargo barges, drilling platforms, seismic vessels, crew and cargo boats, and fast, rugged cruisers for the inshore oilfields . . . Whatever your problem, you are in capable hands at Gulfport.

BUILDERS AND DESIGNERS
All-Welded Steel Tugs, Barges, Vessels

GULFPORT SHIPBUILDING CORPORATION

"On the Highway to the Offshore Oilfields"
Phone YUkon 2-6486 PORT ARTHUR, TEXAS P. O. Box 1179
"Gulfport Tugs for Tough Towing"

SERVICE PERSONALITIES . . . . . In the News

Pike

Chumbley

Pike And Chumbley Appointed Division V-Ps By Tube Turns

Appointment of Thomas H. Pike, Jr. and John E. Chumbley as division vice presidents and F. E. MacDonald as controller was announced in Louisville, Kentucky, by Tube Turns, a division of National Cylinder Gas Company of Chicago.

John G. Seiler, Tube Turns president, said that Pike will be in charge of planning and Chumbley will be in charge of general sales operations for the division, leading manufacturer of welding pipe fittings and flanges and custom forgings.

Pike, who joined Tube Turns as west coast district manager at Los Angeles in 1940, became assistant general sales manager in 1953 and merchandising manager in 1955.

Chumbley, with the firm since 1937, became manager of flange sales in 1940, forging division sales manager in 1945, and assistant general sales manager in 1953.

MacDonald joined Tube Turns in 1937 and became assistant controller in 1945. He is also assistant secretary and assistant treasurer of National Cylinder Gas Company.

Koons Joins Otis Engineering As Development Engineer

Dick M. Koons, former senior production engineer for Cia Shell de Venezuela in Maracaibo, has joined Otis Engineering Corporation in Dallas as a development engineer.

Koons

He is a native of Fort Smith, Arkansas, and attended the University of Tulsa, receiving a bachelor of science degree in petroleum engineering.

Draper Company Of Houston Named Castings Distributor

Carl Binder, president of St. Louis Steel Casting, Inc., has announced the appointment of G. H. Draper Company, Houston, Texas, as sales representative in Texas. The Draper Company headed by G. H. Draper, founder and owner, is well known along the Gulf Coast as sales engineer and distributor to the offshore drilling fraternity.

Draper

The Draper Company sells marine castings and high pressure thread compounds, also for several years has handled plastic pipe and fittings. St. Louis steel castings have a national reputation for turning out quality controlled electric steel castings.

Gruenberg Joins New Orleans Investment Securities Firm

Howard Gruenberg, of New Orleans, has joined the investment securities firm of Howard, Weil, Labouisse, Friedrichs and Company, it was announced recently.

Gruenberg

Gruenberg is a specialist in mutual investment funds and will represent the company in this capacity, according to G. Shelby Friedrichs, a partner in the firm.

Before joining the company, Gruenberg was New Orleans resident manager of a Boston investment firm. He entered the investment securities business in 1955.

Grant Oil Tool Firm Moves Into New Los Angeles Plant

Grant Oil Tool Company is now occupying its new Los Angeles offices and production facilities, according to an announcement by Grant vice president A. H. Salvatori.

The new modern facilities cover 20,000 sq. ft. and will allow handling of the increased demand for Grant tools. The new plant will also play an important part in the research and expansion of the Grant line of tools, and in the production of the newly acquired line of Zublin tools. New offices and plant are located at 2042 East Vernon Avenue, Los Angeles, California.

Gardner-Denver Names Williams To Advertising Manager Post

Promotion of Robert L. Williams to advertising manager of Gardner-Denver Company has been announced by G. V. Leece, president.

Williams

Williams, a native of Grand Haven, Michigan, was formerly assistant advertising manager for the company's industrial products division.

He joined the Keller Tool Company in September, 1945. He was manager of Keller's advertising department at the time of the company's merger with the Gardner-Denver Company in 1955.

When the advertising functions of Gardner-Denver were centralized in May, 1957, Williams was put in charge of advertising for the company's industrial products.

Gardner-Denver supplies compressors, air tools, rock drills, pumps and other equipment to the petroleum industry.

Prestera Heads New Reynolds Metals Co. Maracaibo Office

Eugene Prestera, a petroleum engineer formerly associated with Mene Grande Oil Company in Venezuela and with Continental Oil Company in the United States, heads the new office opened recently by Reynolds Metals Company in Maracaibo, Venezuela.

Prestera

Prestera is a native of Bradford, Pennsylvania, and a graduate of the University of Pittsburgh.

The Reynolds office will offer

(*continued on next page*)

CALCASIEU SHIPBUILDING CORP.
N.W. CORNER CALCASIEU RIVER & INTRACOASTAL CANAL
CROSSROADS OF THE MARINE INDUSTRY

Designers, Builders, Quick Repair Service
24 Hour Service • Prompt Estimates
CARLYSS, LOUISIANA
JUstice 3-7381
JUstice 3-7391
SULPHUR, LA. (Nights)
JAckson 7-9002
JAckson 7-6498

PETROLEUM DISTRIBUTING CO.

BARGE DELIVERED
DIESEL FUEL and KEROSENE
Throughout The Gulf Coast Area

LUBRICATING OILS and GREASES
FOR THE OIL INDUSTRY
•
BRANCH WAREHOUSES
COVERING LOUISIANA,
TEXAS and MISSISSIPPI
•
MAIN OFFICE in LOUISIANA
LOCATED at NEW ORLEANS

PETROLEUM DISTRIBUTING CO. FUELS PD Company LUBRICANTS VE 5-8415 NEW ORLEANS, LA.

24 HOURS MARINE SERVICE
TO ALL SHIPS, TUGS AND OIL RIGS

MICHELETTI BROS.
Cameron, Louisiana

Provisions • Supplies • Machinery Spare Parts
Ropes • Paints

Galveston, Texas
1020 - 10th Street
Phone 3-1045

Cameron, Louisiana
P. O. Box 253
Phone PR 5-2385

(continued from preceding page)

technical assistance in applications of aluminum. Technical services are being made available because of the increased usage of aluminum in Venezuela, particularly in Lake Maracaibo. The light metal now is being used for offshore drilling platforms, flow lines, flow station structures and other marine facilities.

Terrell

Lindgren

Terrell And Lindgren Get Baash-Ross Appointments

B. J. Terrell has been named chief engineer for Baash-Ross Division of Joy Manufacturing Company, according to Glenn D. Johnson, general manager. Terrell will be located at the company's Houston headquarters' office and will be in charge of the engineering departments of the Houston and Long Beach plants, and supervise product design, and the company's new product research and development program.

A native of Texas, Terrell joined Baash-Ross in June, 1957, as research and development engineer; prior to that he was General manager of the Luftex Machine Products Co., Lufkin, Texas.

Johnson also announced that E. R. (Lindy) Lindgren has been appointed Baash-Ross Division West Coast operations manager with his offices in Long Beach, California.

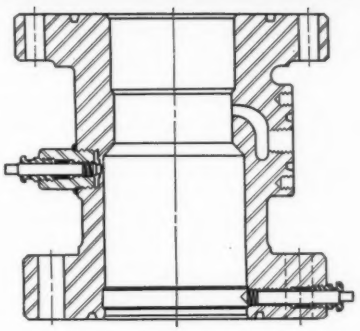
Lindgren joined Baash-Ross in 1929, as an engineer and since that time has served as assistant chief engineer and chief engineer. This change of position allows him to return to his home in California.

Perkins Joins Harold Brown Company As Sales Engineer

Roy Perkins has joined the Harold Brown Company, Houston, as a sales engineer, it has been announced by Harold Brown, president.

In this capacity, he will serve the Eastern Louisiana Gulf Coast area, with headquarters in New Orleans.

Before joining Harold Brown, Perkins had been active as a petroleum consultant involving reservoir analysis, completions and remedial work.



Quadruple Completion Possible With OCT Head

A versatile head for the suspension of casing and single, dual or triple parallel strings of tubing has been developed by the Oil Center Tool Company.

Known as the C-19-U head, the equipment also can be designed to allow the use of four parallel strings of tubing.

Use of the new head in casing with 7⅝-inch od will allow the running of three parallel strings of tubing, and a quadruple completion can be effected using four parallel strings, with larger casing.

The C-19-U head is one of a number of well control developments pioneered by the Oil Center Tool Company and is one of several to be introduced in 1958.

For further information write Oil Center Tool Company, P. O. Box 3091, Houston, Texas.

Fairbanks-Morse Has New Line Of Capacitor Motors

A new line of heavy-duty capacito-start, induction-run, single-phase integral horsepower motors designed to provide high starting torque and operating efficiency has been announced by Fairbanks, Morse & Company. These motors incorporate a number of unique features to insure trouble-free operation under severe operating conditions.

For starting, the new motors use capacitors of the dry electrolytic type designed for maximum starting torque with minimum current usage. When the motor gains speed, a centrifugal switch cuts out the capacitors for straight induction run.

For further information write for Bulletin 2401 from Fairbanks-Morse, Fairbanks-Morse Building, Chicago 5, Illinois.

Onan Develops Three New Electric Generating Units

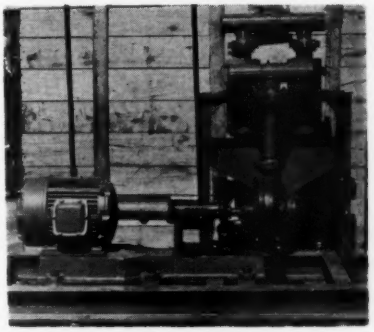
D. W. Onan & Sons Inc. has developed three new high-capacity electric generating plants.

Combining the engineering principles of Onan and Waukesha, the alternating current, gasoline engine-driven plants are 100,000, 125,000, and 150,000 watt sizes.

Models 100WA, 125WB, and 150WB combine Onan's newly developed static excitation and magnetic amplifier regulation, with water-cooled Waukesha engines. Design of the plants features the gasoline engine, alternator, exciter, and control panel combined as a single unit rated at 100 KW, 125KVA at 0.8 power factor.

Prime mover for the generating plant is the gasoline driven Waukesha Model 145-GZBU, 817 cubic inch, 219 hp at 1800 rpm, 6 cylinder engine. It is connected to the single-bearing, four-pole, revolving field type generator equipped with a static exciter and magnetic amplifier regulator.

For further information write D. W. Onan & Sons Inc., Minneapolis, Minn.



Size 2 Dorrco D-Sander Introduced in Middle East

Arabian American Oil Company has received the first Size 2 Dorrco D-Sander shipped to the Middle East.

The D-Sander was manufactured by Dorr-Oliver, Inc. of Stamford, Conn. and sold by Salt Water Control, Inc., Fort Worth.

Equipped with a Mission Manufacturing Company centrifugal pump, the unit has a capacity of up to 250 gallons per minute. Mission manufactures pumps in capacities up to 2000 gallons per minute.

In addition to cutting out abrasive sand problems, the D-Sander reduces drilling fluid viscosity.

For further information write Dorr-Oliver, Inc., Stamford, Conn.

Cameron Introduces New Type F Blowout Preventer

Cameron Iron Works, Inc. has introduced a blowout preventer based on new design principles and operating concepts. The Type F blowout preventer incorporates the same basic advantages as Cameron's QRC and SS type preventers, but with many improvements.

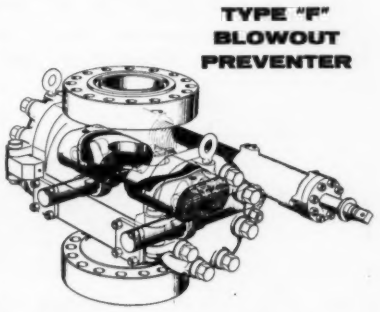
In addition to being a combination pressure-operated, manual-closing preventer with the Cameron self feeding ram as in the QRC and SS preventers, the new Type F preventer has the following advantages:

1. Bodies and bonnets are made of forged steel, with stainless steel rams; new compact design makes Type F preventers much lighter and smaller.

2. Preventer rams can now be manually closed and locked with one hand wheel.

3. Type F preventer shafts are packed at both ends, making them balanced under pressure.

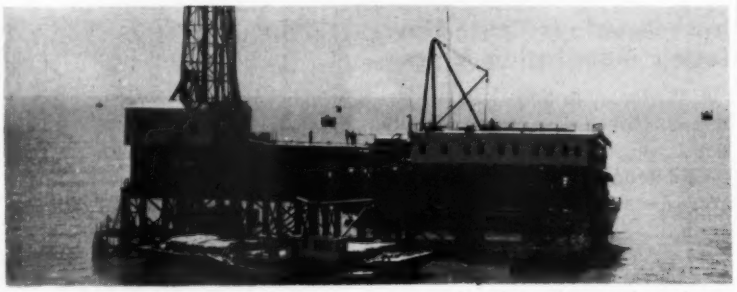
4. Because of the balanced design requiring a closing force only large



enough to overcome packing friction the rams can be easily closed manually with the locking screw.

(continued on next page)

Housekeepers Aboard the JOHN HAYWARD

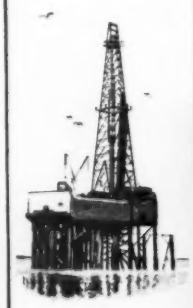


We at Foods and Services, Inc., are proud to have been selected to handle the feeding and housekeeping for the men who work aboard the JOHN HAYWARD of the Ocean Drilling and Exploration Company. Like these men, we are specialists in our own field—that of caterers and purchasing agents to oil companies and drilling contractors operating offshore.

Consult us first . . .
LET YOUR OFFSHORE HOUSEKEEPING PROBLEM BE OUR PROBLEM—

Foods and Services, inc.

OFFSHORE FEEDING ★ HOUSEKEEPING ★ PURCHASING AGENTS
P. O. Box 763 HOUMA, LA. Phone UPtown 2-3355

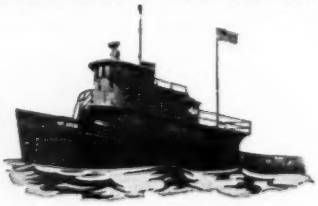


MARINE INSURANCE SPECIALISTS
Casualty-Bonds-Fire

JOHN L. WORTHAM & SON
Established 1915
The South's Leading Insurance Agency
Rusk Building Houston, Texas

VENEZUELAN OPERATIONS:

TUGS **BARGES**



FOR CHARTER

MARACAIBO MARINE SERVICE C. A.

APARTADO 699
MARACAIBO, VENEZUELA
Phone 76011 – Ext. 27

Cable: "MARINOS"

429 BALTER BLDG.
NEW ORLEANS, LA.
Phone MA 6824

(continued from preceding page)

5. Ram changing is easier, faster and foolproof.

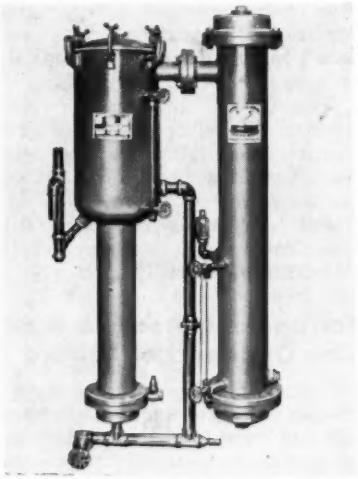
6. The Type F has a new design self feeding ram on which the ram top seal and front packing elements can be changed more quickly than on any preventer made.

7. With the new balanced design the fluid requirements for the operating mechanism are small.

New Cameron Type F blowout preventer uses a new system of operation. The rear end of the rams has a nearly vertical tee slot through it. An arm and roller assembly is engaged in this tee slot. The arm is carried by a shaft, each end of which goes through a packing so that it is balanced under pressure. Turning the shaft causes movement of the rams.

The geometry of the engagement in the tee slot is such that when the rams are nearing closure, the forces available to move the rams and effect a seal are very high. Similar high forces are available to open the rams. At other positions, the turning of the shaft and rollers causes a rapid movement of the rams.

For further information write Cameron Iron Works, Inc., P. O. Box 1212, Houston, Texas.



New Portable Water Still Uses Waste Engine Heat

Engineering Controls, Inc. has come up with a new portable water still to produce drinking water without extra operating costs.

Operating off internal combustion engines, the unit utilizes recovered engine heat or existing steam for operating power. Stills are custom designed for a particular installation, and water to be distilled may be taken from the sea or river.

For further information write Engineering Controls, Inc., 611 East Marceau Street, St. Louis, Mo.

EXPLORATION

Wildcat Finaled as Gasser By Union Oil of California

A wildcat drilled to a total depth of 13,078 feet in Block 67, West Cameron Area has netted Union Oil Company of California a new gas discovery.

Discovery was perforated at the interval of 11,345 ft. to 11,355 ft. for a daily flow of 5,325,000 cubic feet of gas per day with 107 barrels of distillate.

With a tubing pressure of 3720 pounds, the well yielded 41-degree gravity fluid at a gas-liquid ratio of 49,750 to 1.

Kerr-McGee Taps New Sand In Block 28, Ship Shoal Area

Kerr-McGee Oil Industries, Inc. has tapped a new gas-distillate sand in Block 28, Ship Shoal Area.

The operator perforated at the interval of 14,196 ft. to 14,230 ft. Flow from the new horizon taken on a 22/64-in. choke gauged 9 million cubic feet of gas daily along with 732 barrels of 49-degree gravity distillate.

Drilling was carried to a total depth of 14,350 feet and casing set to 14,348 feet for completion.

Four New Dual Oilers Added In South Pass Block 24 Field

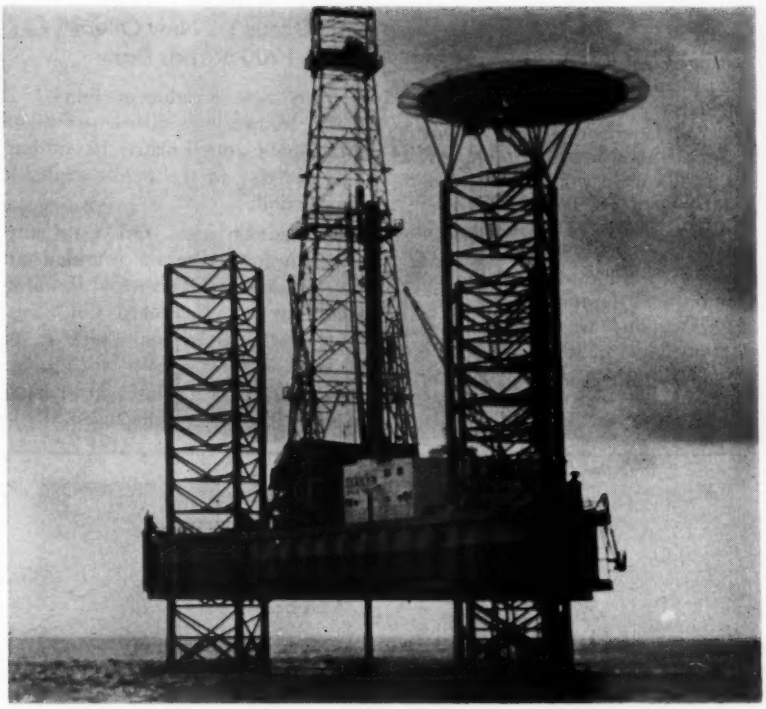
Hassie Hunt Trusts has been stealing the show in South Pass Block 24 Field offshore from Louisiana with completion of four new dual oilers—all in State Lease 2484.

In addition, the same operator came up with eight commercial oilers most of them within a month's time.

Well No. 1 in Unit 16 was completed at the intervals of 8788 to 8794 feet and 8339 to 8355 feet for a total daily flow of 372 barrels of oil per day.

No. D-1 well in Unit 18 flowed 194 barrels of 29.6-degree gravity crude from perforations at 8490 to 8496 feet. From the higher zone at 8190 to 8202 feet, the yield was 189 barrels daily.

A dual oiler completed in the field's unit 7 potentialed 322 barrels of oil per day from two sets of perforations between 8200 and 8700 feet, and a well in Unit 10 totaled 387 barrels per day from almost identical perforations.



First hole drilled turned out to be a discovery completed in three zones for JULIE ANN, Dixilyn Drilling Corporation's $2.5 million mobile offshore platform built by R. G. LeTourneau, Inc.

New rig's first well . . .

Triple Producing Discovery

First time was 725-barrel-per-day charm for JULIE ANN, Dixilyn's $2.5 million rig

In its first offshore drilling effort in the Gulf of Mexico, Dixilyn Drilling Corporation's new $2.5 million offshore platform has come up with a triple producing oil discovery.

Drilling for Gulf Oil Corporation, in Block 21, South Timbalier Area, the rig encountered three separate strata of profitable oil-producing sands at approximate depths of 10,275 feet, 10,550 feet, and 11,300 feet beneath the Gulf's floor.

Operater reports that combined potential from the three-pay completion totals approximately 725 barrels per day.

Julie Ann, a 4000-ton triangular barge, was designed and constructed by R. G. LeTourneau, Inc. of Longview, Tex., and christened recently at New Orleans.

Gulf Oil Taps New Pay Zone In Main Pass Block 47 Field

Gulf Oil Corporation has obtained oil production from a new horizon in Main Pass Block 47 Field off Plaquemines Parish, La.

No. 2 Louisiana State "QQ"-195 well was drilled to a total depth of 10,002 feet and perforated at the interval of 8334 to 8344 feet for production.

Rate of flow taken on a 12/64-inch choke was 369 barrels of 28.2-degree gravity crude per day. Operator announced a tubing pressure of 1100 pounds and a gas-oil ratio of 144-1.

Gas-Distillate Well Extends Ship Shoal Block 28 Field

Kerr-McGee Oil Industries, Inc. has extended Block 28 Field in the Ship Shoal Area with a major gas-

(continued on next page)

(continued from preceding page)

distillate completion.

The well is the G-1 State Lease 750 lying south of Morgan City, La., off Terrebonne Parish. During drilling operations, five commercial gas sands were penetrated, totaling a net pay of 240 feet.

A daily flow of 9 million cubic feet of gas, plus 732 barrels of condensate was obtained by the operator on a 22/64-inch choke.

Perforations were made at the interval of 14,196 to 14,230 feet after drilling was halted at a total depth of 14,453 feet and casing set to bottom of the hole.

Sun Group's 2 New Oilers Total 1200 Barrels Daily

Two new producers finaled in Lake Maracaibo's fabulous Block No. 1 have added nearly 12,000 barrels per day to the field's available production.

Venezuelan Sun Oil Company, operator for a combine rounded out by Venezuelan Atlantic Refining Company and Seaboard Oil Company, encountered some 1400 ft. of oil sand in prolific SVS No. 9 oiler.

Perforated at the interval of 9408 ft. to 9678 ft., the well flowed at the rate of 7416 barrels of crude per day on a ¾-in. choke.

At the SVS No. 10 well, completed within a few days of its sister well, the operator obtained 4536 barrels of oil per day through a ¾-in. choke. It was perforated at the interval of 7850 ft. to 7900 ft.

In drilling the oil well to a total depth of 8211 ft. Venezuelan Sun encountered 250 ft. of oil sand.

Centro 4X Yields Good Flow From Second Zone for Signal

Signal Oil and Gas of Venezuela operating on a 28,000-acre concession near the center of Lake Maracaibo has completed a second successful test at the Centro 4X well.

Signal's test of the Eocene C-6 Zone yielded a daily flow of 3800 barrels of clean 43.4-degree gravity oil. Prior to testing, the well was perforated at the interval of 12,284 to 12,353-ft.

Earlier tests in the C-2 horizon at the interval of 10,044 to 10,200-ft. netted a flow of 5136 barrels of oil per day.

Further testing will be undertaken in the C-4 sand before the well is completed. During drilling operations, the operator encountered some 600 feet of oil sands.

Centro 4X is the third producer in the block, completed by the four-company Signal group consisting of Signal, Hancock Oil Company, The Pure Oil Company, and The Standard Oil Company (Ohio).

Signal, now operating two drilling rigs on the lease, has spudded the Centro 5X approximately 4½ miles northwest of the fourth well.

Eugene Island Field Yields New Oil Producing Horizon

The Pure Oil Company has tapped a new oil producing zone in Block 32 of Eugene Island Area offshore from St. Mary Parish.

Well No. 3 OCS-0196 (State Lease 832) made 98 barrels of 39.2-degree gravity oil per day on an 8/64-inch choke from perforations at the level of 6418 to 6434 feet.

Gas-oil ratio for the new pay well measured 475 to 1, and tubing pressure was 960 pounds. Drilled to a total depth of 6583 feet, the oiler was plugged back to 6487 feet for completion.

When You Need the Best in - - -

- **Exploration Boats**
- **Production Boats**
- **Crew Boats**

CONTACT:

MARINE SERVICE CO.

BOAT RENTALS

R. L. "Red" Shibley
HOmestead 5-4122

1220 West 18th Street
Houston, Texas
UNderwood 4-1463

J. D. "Johnny" Wiech
HOmestead 5-7618

BERWICK SHIPYARD & DRYDOCK CO., INC.

DRY DOCKING AND COMPLETE REPAIRS

165' Dry Dock Under Construction
Two Marine Railways — Up To 500 Tons

MACHINE AND PROPELLER SERVICE

WELDING
WOODWORKING SHOPS

SAND BLASTING
METALLIZING

PHONES: 2234 — 6289
Berwick, Louisiana

OFFSHORE LOCATIONS

TEXAS

Galveston County

Standard Oil Company of Texas 1 Federal 140, Wildcat. Gulf of Mexico, Tract 140-L, High Island Area. Proposed Depth 11,500 feet.

Jefferson County

Hunt Oil Company 1 State Tract 20-S, Wildcat, Gulf of Mexico, State Tract 20-S. Proposed Depth 10,000 feet.

Nueces County

Arkansas Fuel Oil Corporation 1 State Tract 880-S, Mustang Island Block 889, Wildcat. Block 889, Mustang Island Area. Proposed Depth 10,000 feet.

LOUISIANA

Cameron Parish

Magnolia Petroleum Company A-4 (OCS 081), State Lease 1153, West Cameron Block 110. Block 110, West Cameron Area. Proposed Depth 7500 feet.

Shell Oil Company A-5 (OCS 0406), West Cameron Block 192. Block 82, West Cameron Area. Proposed Depth 10,500 feet.

Jefferson Parish

Continental Oil Company B-7 (OCS 0128), State Lease 928, Grand Isle Block 47. Block 40, Grand Island Area. Proposed Depth 11,400 feet.

Humble Oil & Refining Company J-14 (OCS 031), State Lease 803, Grand Isle Block 16. Block 23, Grand Isle Area. Proposed Depth 8500 feet.

La Fourche Parish

The California Company S-7 (OCS 0386), State Lease 1024, Bay Marchand Block 2. Block 23, Bay Marchand Area. Proposed Depth 8100 feet.

1 (OCS 0387), State Lease 1424, Bay Marchand Block 2. Block 24, South Timbalier Area. Proposed Depth 12,000 feet.

2 (OCS 0390), State Lease 932, Bay Marchand Block 2. Block 26, Grand Isle Area. Proposed Depth 11,500 feet.

T-3 State Lease 1365, Bay Marchand Block 2. Block 1, Bay Marchand Area. Proposed Depth 7600 feet.

24 State Lease 1365, Bay Marchand Block 2. Block 1, Bay Marchand Area. Proposed Depth 8600 feet.

Humble Oil & Refining Company D-4 (OCS 018), State Lease 1037, South Timbalier Block 54. Block 66, South Timbalier Area. Proposed Depth 12,000 feet.

B-1 (OCS 020), State Lease 1038, South Timbalier Block 54. Block 67, South Timbalier Area. Proposed Depth 14,000 feet.

The Texas Company 2 State Lease 2985, Caillou Island. Block 16, South Timbalier Area. Proposed Depth 12,500 feet.

Plaquemines Parish

The California Company I-1 (OCS 0371), State Lease 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed Depth not given.

28 G. T. Armstrong 2 et al, South Pass Block 24. From USC&GS "Scotts Canal Lite" go S 81 deg 43 min 50 sec E (Grid) 3519.1 feet to location. Proposed Depth 7650 feet.

1 G. T. Armstrong 4 et al Unit 7, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 00 deg 03 min 50 sec E 12,313.2 feet. Proposed Depth not given.

1 Calco-Texas-G. T. Armstrong 2 et al Unit 26, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 87 deg 31 min 30 sec E 3695.9 feet. Proposed Depth 7650 feet.

1 Calco-Texas-G. T. Armstrong et al Unit 27, South Pass Block 24. From USC&GS "Scotts Canal Lite" go S 49 deg 41 min 30 sec E (Grid) 3116 feet to location. Proposed Depth 7650 feet.

F-9 (OCS 0385), State Lease 1069, West Delta Block 30. Block 29, West Delta Area. Proposed Depth 7700 feet.

G-2 (OCS 0385), State Lease 1069, West Delta Block 30. Block 29, West Delta Area. Proposed Depth 10,200 feet.

1 State Lease 1922 et al Unit 4, West Delta Block 83. From USC&GS "SW Pass Lighthouse 1904" go N 41 deg 28 min 50 sec E 9754.7 feet. Proposed Depth 10,060 feet.

(continued on next page)

INSURANCE

ADJUSTERS OF AVERAGE

Facilities for handling insurance requirements for the Marine, Shipping and Oil Industries.

DEEP SEA • OFFSHORE
INLAND WATERS
World Wide Service

ADAMS & PORTER

ESTABLISHED 1907

Cotton Exchange Bldg. **Phone: CApitol 7-5181**
Cable Address: ADPORT
HOUSTON, TEXAS
and at
NEW YORK MARACAIBO SAO PAULO
RIO DE JANEIRO

Consmar Corp.
New Orleans

Serving the OFFSHORE OIL INDUSTRY

ALL TYPES OF WORK BOATS AVAILABLE ON A COMPLETE RENTAL & OPERATIONAL SERVICE.

Write, Wire or Phone

Consmar Corp.
New Orleans

609 Natl. Bank of Commerce Bldg.

MA 1596

DEPENDABLE, ECONOMICAL

aids to Navigation

WALLACE & TIERNAN

Buoy and Structure Lantern

The FA-143 is a lantern of lightweight, durable and watertight design that ensures dependable, unattended and economical operation. Available in two types—aluminum or bronze.

EXCLUSIVE MARINE DISTRIBUTOR
In Gulf Area for
Foster Welded All-Aluminum
Refrigerators and Freezers

BYRNE & RICE
SUPPLY COMPANY
NEW ORLEANS, LOUISIANA
1150 Camp Street Phone RAymond 7138

MAINTENANCE PROBLEMS END WHEN YOU USE

CHARCOTE*

NEW AND DIFFERENT PROTECTIVE NEOPRENE LIVE RUBBER-COATING

CHARCOTE is not a rubber base paint. You do not "paint" surfaces . . . you actually rubber-coat them with protection! CHARCOTE air-dries and air-cures to a tough, pliable, rustproofing and waterproofing film of neoprene rubber, and has its built-in primer. CHARCOTE can be brushed on, rolled on, sprayed or used as a dip. Available in standard industrial colors including aluminum, red, black, green and grey; and in quart, gallon, five-gallon and drum containers.

Tougher Than The Metal Itself

Protects Against:
CORROSIVE FUMES
SUNLIGHT AND HEAT
WEATHERING — ABRASION
MOISTURE — SALT SPRAY

Write For Descriptive Charcote Folder

CHARLESTON RUBBER COMPANY
48 Stark Industrial Park, Charleston, South Carolina

(continued from preceding page)

Cities Service Producing Company 1 State Lease 3332, Breton Sound Block 3, Wildcat. Block 3, Breton Sound Area. Proposed Depth 8500 feet.

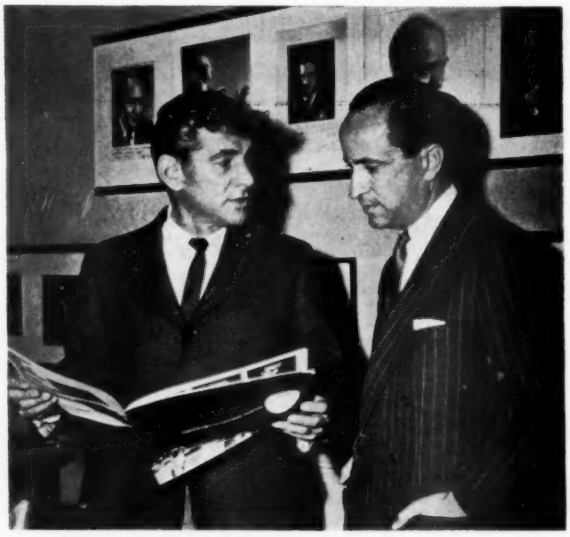
1 State Lease 2715, Main Pass 45, Wildcat. Block 45, Main Pass Area. Proposed Depth 10,000 feet.

Hassie Hunt Trust, Et Al 12 State Lease 2484, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 28 deg 10 min 29 sec W (True) 11,210.7 feet. Proposed Depth 9800 feet.

17 State Lease 2484, South Pass Block 24. From USC&GS "Scotts Canal Lite" go N 9 deg 57 min 07 sec W (True) 11,339.70 feet. Proposed Depth 10,000 feet.

Gulf Oil Corporation 1 State Lease 3196, Breton Sound Block 19, Wildcat. From USC&GS "Chico Point 2" 1935, go S deg 47 min 18 sec E (True) 56,205.6 feet. Proposed Depth 8500 feet.
4 State Lease "QQ" 195, Main Pass Block 47. From USC&GS "Sable 1921" go S 36 deg 34 min 03 sec E (True) 19,991.2 feet. Proposed Depth 9000 feet.
5 State Lease "QQ" 195, Main Pass Block 47. From USC&GS "Sable" go S 33 deg 14 min 15 sec E 17,586.5 feet. Proposed Depth 9500 feet.

Shell Oil Company 3 State Lease 2565, Burrwood. From USC&GS "West Jetty 1921" go S 2850 feet & E 6150 feet to location. Proposed Depth 10,250 feet.
5 State Lease 988, Main Pass Block 69. Block 1, South Pass Area. Proposed Depth not given.
26 State Lease 1357, Main Pass Block 69. Block 69, Main Pass Area. Proposed Depth 8000 feet.
68 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed Depth 8000 feet.
69 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed Depth 8000 feet.
70 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed Depth 8000 feet.
71 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed Depth 8000 feet.
17 State Lease 999, South Pass Block 24. Block 12, South Pass Area. Proposed Depth 10,200 feet.
46 (OCS 0350), State Lease 1008, South Pass Block 24. Block 24, South Pass Area. Proposed Depth 9500 feet.
B-36 State Lease 1388, South Pass Block 24. Block 11, South Pass Area. Proposed Depth 8000 feet.
23 (OCS 0352), State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed Depth 8000 feet.
24 (OCS 0352), State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed Depth 8050 feet.



Creole Foundation Chief Dr. Alfredo Anzola, right, discusses plans for four New York Philharmonic orchestra concerts played in Caracas and Maracaibo, Venezuela, recently with Leonard Bernstein, conductor. Creole Foundation, established in 1956 by the Creole Petroleum Corporation donated $18,000 toward the project and W. R. Grace & Company contributed $5000.

12 (OCS 0353), State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed Depth 8750 feet.

13 (OCS 0353), State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed Depth 8000 feet.

27 (OCS 0353), State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed Depth 7550 feet.

28 (OCS 0353), State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed Depth 8000 feet.

1 (OCS 0600), South Timbalier Block 75. Block 75, South Timbalier Area. Proposed Depth 13,000 feet.

St. Mary Parish

Phillips Petroleum Company 4 (OCS 0474), Eugene Island Block 128. Block 129-A, Eugene Island Area. Proposed Depth 12,500 feet.
B-5 (OCS 0474), Eugene Island Block 128. Block 129-A, Eugene Island Area. Proposed Depth 12,500 feet.

Sinclair Oil & Gas Company A-4 (OCS 0439), Eugene Island Block 188. Block 190, Eugene Island Area. Proposed Depth 10,000 feet.

The Texas Company 7 (OCS 0316), Eugene Island Block 47. Block 26, Eugene Island Area. Proposed Depth 11,000 feet.

1 (OCS 0310), State Lease 340-SW Marsh Island, Marsh Island, Wildcat. From USC&GS "Channell-1933" go S 17 deg 10 min 34 sec W 50,990 feet to location. Proposed Depth 13,000 feet.

1 (OCS 0310), State Lease 340-S Marsh Island, Marsh Island, Wildcat. From USC&GS "La Croix-1933" go S 14 deg 49 min 19 sec E 31,827 feet. Proposed Depth 13,000 feet.

25 (OCS 0310), State Lease 340, Rabbit Island. From USC&GS "Island" go S 12 deg 57 min E 44,455 feet to location. Proposed Depth 13,000 feet.

Terrebonne Parish

Shell Oil Company 5 (OCS 0587), Ship Shoal Block 139. Block 139, Ship Shoal Area. Proposed Depth 13,000 feet.
1 (OCS 0588), Ship Shoal Block 139. Block 139, Ship Shoal Area. Proposed Depth 13,000 feet.

Union Oil California-Monterey Oil Company 1 State Lease 3195, Lake Pelto. From USC&GS Station "Pelto" 1934 go N 42 deg 0 min E 8700 feet.

Vermilion Parish

Austral Oil Exploration Company 1 (OCS 0171), Vermilion Block 78, Wildcat. Block 78, Vermilion Area. Proposed Depth 12,500 feet.

The California Company B-2 (OCS 0492), Vermilion Block 164. Block 164, Vermilion Area. Proposed Depth 6500 feet.

New Continental-Emsco Company supply store recently opened in Maracaibo, Venezuela. This latest addition for the oil field supplier-manufacturer brings the total to three stores and offices in Venezuela. The new store will have John R. Aston as manager. Continental-Emsco operates in Venezuela as Continental-Emsco Company C. A.

OFFSHORE COMPLETIONS

TEXAS

Jefferson County

Hunt Oil Company 1 State Lease 43-S, Wildcat. Dry. Total Depth 8100 feet. Gulf of Mexico State Tract 43-S.

The Texas Company 1 State Lease 80, Wildcat. Dry. Total Depth 8000 feet. Gulf of Mexico State Tract 80.

Nueces County

Arkansas Fuel Oil Corporation, Et Al 1 State Tract 905-S, Gulf of Mexico ST 904. Dual New Gas. Total Depth 12,250 feet. Perfs 8193-8213 feet. SITP 4860 pounds & 9,600,000 CFGPD. Grav. 46.1, GLR 58,800-1. Perfs 7831-41 feet. SITP 3725 pounds & 10,250,000 CFGPD. Grav. 52.8, GLR 50,000-1. Gulf of Mexico Tr 904. Contractor, C. G. Glasscock.

1 State Tract 911-S, Gulf of Mexico ST 904. Dual Gas Dist. Total Depth 8877 feet. Perfs 8355-66 feet. SITP 3675 pounds & 8,800,000 CFGPD. Grav. 55.7, GLR 50,000-1. Perfs 8742-48 feet & 8751-60 feet. SITP 4812 pounds & 14,700,000 CFGPD. Grav. 47.1, GLR 58,800-1. Gulf of Mexico Tr 911-S. Contractor, C. G. Glasscock.

Shell Oil Company 1 State Tract 891-S, Mustang Island Block 889. Dry. Total Depth 14,000 feet. Block 889, Mustang Island Area. Contractor, Movible Drilling Co.
1 State Tract 896-S, Mustang Island, Wildcat. Dry. Total Depth 13,600 feet. Mustang Island Area. Contractor, Blue Water Drilling Co.

LOUISIANA

Cameron Parish

Continental Oil Company B-3 (OCS 0160), State Lease 1201, East Cameron Block 64. Dual Gas. Total Depth 10,506 feet. Perfs 10,370-385 feet. PT 91 BOPD & 3,100,000 CFGPD on 12/64-inch choke. TP 4380 pounds. Grav. 47.5, GLR 33,800-1. Perfs 9570-85 feet. PT 64.5 BOPD & 3,075,000 CFGPD on 12/64-inch choke. TP 4000 pounds. Grav. 47.5, GLR 47,700-1. Block 63, East Cameron Area. Contractor, Rowan Drilling Co.

(*continued on next page*)

This EQUITY-SASGEN Pneumatic Powered Derrick is designed especially for Offshore Oil Producing Platforms

Ideal for Wharves, Docks, Platforms and for Handling Cargo, Supplies, Boats, etc.

Available for hand, electric, engine or pneumatic power. Can also be used with worm-driven truck winches. Other types and sizes available. Advise your requirements. We will quote to meet your needs.

PROMPT DELIVERY • DEPT. R

EQUITABLE EQUIPMENT CO., INC.
410 CAMP STREET NEW ORLEANS, LOUISIANA

(continued from preceding page)

Magnolia Petroleum Company A-3 (OCS 089), State Lease 1202. East Cameron Block 64. Dual Gas. Total Depth 10,808 feet. Perfs 10,619-631 feet. PT 139 BOPD & 4,559,000 CFGPD on 8/64-inch choke. TP 4697 pounds. Grav. 45, GLR 32,566-1. Perfs 10,374-386 feet. PT 165 BOPD & 4,282,000 CFGPD on 13/64-inch choke. TP 4557 pounds. Grav. 48, GLR 25,351-1. Block 64, East Cameron Area.

A-2 State Lease 2922, West Cameron Block 17, Wildcat. Dry. Total Depth 14,159 feet. Block 17, West Cameron Area.

A-3 (OCS 081), State Lease 1153, West Cameron Block 110. Gas. Total Depth 9500 feet. Perfs 4004-10 feet. 2,323,000 CFGPD on 10/64-inch choke. TP 538 pounds. Block 110, West Cameron Area. Contractor, Marine Drilling Co.

Shell Oil Company A-1 (OCS 0406), West Cameron Block 192. Temporarily Abandoned. Total Depth 10,622 feet. Block 82, East Cameron Area.

A-3 (OCS 0406), West Cameron Block 192. Gas. Total Depth 10,345 feet. Block 82. East Cameron Area.

Superior Oil Company C-3 (OCS 0246), State Lease 788, West Cameron Block 71. Potential Gas Well-Standing. Total Depth 13,650 feet. Perfs 13,244-258 feet. Block 101 West Cameron Area.

Geer Studio, Inc.

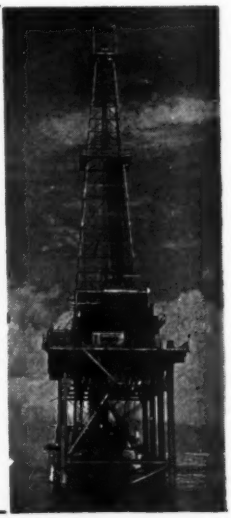
INDUSTRIAL PHOTOGRAPHY

We specialize in pictures for the oil industry — oil rigs, equipment and boats. Aerial photography, color and 16-mm. motion pictures.

Call Jack Beech

JA 2-7419

709 Royal Street
New Orleans 16, La.



THE PHOTO MART, INCORPORATED

Jesse T. Grice
Photographer

COMMERCIAL • AERIAL
INDUSTRIAL

owner of the world's largest collection of

OFFSHORE RIG PHOTOGRAPHS

COLOR—BLACK & WHITE

914 7th St.
MORGAN CITY, LOUISIANA
Phone 5403
P. O. Box 863

"Pictures Tell The Story — May We Show You"

Jefferson Parish

Humble Oil & Refining Company N-3 (OCS 031), State Lease 803, Grand Isle Block 16. Dual Oil Total Depth 11,961 feet. Perfs 10,907-932 feet. PT 294.24 BOPD & 233,500 CFGPD on 1/8-inch choke. TP 1940 pounds. Grav. 34, GOR 794-1. Perfs 10,606-624 feet. PT 217 BOPD & 151,000 CFGPD on 1/8-inch choke. TP 1460 pounds. Grav. 31, GOR 697-1. Block 29, Grand Isle Area.

LaFourche Parish

The California Company S-6 (OCS 0384), State Lease 1024, Bay Marchand Block 2. Dry. Total Depth 9026 feet. Block 23, South Timbalier Area. Contractor, Noble Drilling Company.

T-1 State Lease 1365, Bay Marchand Block 2. Oil. Total Depth 8243 feet. Perfs 7387-7424 feet, PT 168 BOPD & 122,000 CFGPD on 13/64-inch choke. TP 735 pounds. Grav. 18.1, GOR 724-1. Block 1, Bay Marchand Area. Contractor, Noble Drilling Company.

Gulf Oil Corporation 60 State Lease 1772, Timbalier Bay, Location Abandoned. Timbalier Bay Area.

1 (OCS 0263), State Lease 1423, South Timbalier Block 21. Oil. Total Depth 11,291 feet. Perfs 10,615-633 feet. PT 182 BOPD on 13/64-inch choke. TP 300 pounds. Grav. 30.1, GOR 972-1. Block 21, South Timbalier Area. Contractor, Dixilyn Drilling Company.

Placid Oil-Pan American Petroleum Company 4 State Lease 2857, Caillou Island. Dry. Total Depth 15,255 feet. Caillou Island Area. Contractor, Penrod Drilling Company.

Plaquemines Parish

The California Company 3 (OCS 0374), State Lease 1263, Main Pass Block 41. Oil. Total Depth 9000 feet. Perfs 6253-72 feet. PT 136 BOPD on 9/64-inch choke. TP 580 pounds. Grav. NR, GOR 357-1. Block 41, Main Pass Area. Contractor, Zapata Offshore Drilling Company.

18 State Lease 1924, South Pass Block 24. Oil. Total Depth 9328 feet. Perfs 8731-42 feet. PT 171 BOPD on 10/64-inch choke. TP 700 pounds. Grav. NR, GOR 429.1. Block 24, South Pass Area.

22 G. T. Armstrong 2 et al, South Pass Block 24. Oil. Total Depth 7964 feet. Perfs 7842-67 feet. PT 114 BOPD on 5/64-inch choke. TP650 pounds. Grav. NR, GOR 400-1. Block 24, South Pass Area.

3 State Lease 2855, South Pass Block 24. Location Abandoned. Total Depth not given. From USC&GS Station "Scots Canal Lite" 9 deg. (grid) N deg. 44 min. 30 sec. E 10,320.4 feet.

F-5 (OCS 0385), State Lease 1069, West Delta Block 30. Oil. Total Depth 9536 feet. Perfs 9048-68 feet. PT 192 BOPD on 9/64-inch choke. TP 456 pounds. Grav. NR, GOR 1240-1. Contractor, Loffland Brothers.

F-6 (OCS 0385), State Lease 1069, West Delta Block 30. Dual Oil. Total Depth 8810 feet. Perfs 8641-81 feet. PT 60 BOPD on open choke. Grav. 22.4. Perfs 8138-75 feet. PT 310 BOPD on Adj. Chs. TP 956 pounds. Grav. 26.2, GOR 310-1. Block 29, West Delta Area. Contractor, Loffland Brothers.

F-7 (OCS 0385), State Lease 1069, West Delta Block 30. Oil. Total Depth 6697 feet. Perfs 6539-47 feet. PT 216 BOPD on 11/64-inch choke. TP 550 pounds. Grav. 36.9, GOR 360-1. Block 30, West Delta Area.

3 State Lease 1922, West Delta Block 30. Oil. Total Depth 11,176 feet. Perfs 10,075-082 feet. PT 278 BOPD on 7/64-inch choke. TP 1680 pounds. Grav. 34.6, GOR 420-1. Block 30, West Delta Area.

Continental Oil Company D-4 (OCS 0137), State Lease 969, West Delta Block 30, Oil. Total Depth 11,944 feet. Perfs 8611-16 feet. PT 218 BOPD & 53,000 CFGPD on 8/64-inch choke. TP 1100 pounds. Grav. 26, GOR 242-1. Block 44, West Delta Area. Contractor, Loffland Brothers.

A-4 (OCS 0146), State Lease 983, West Delta Block 58. Dry. Total Depth 15,606 feet. Block 58, West Delta Area. Contractor, Shoreline Drilling.

Gulf Oil Corporation 1 State Lease 3196, Breton Sound Block 19, Wildcat. Dry. Total Depth 8500 feet. Block 19, Breton Sound Area.

3 State Lease "QQ" 195, Main Pass Block 47. Oil. Total Depth 9500 feet. Perfs 8630-40 feet. PT 195 BOPD on 9/64-inch choke. TP 2300 pounds. Grav. 32.3, GOR 4171-1. Block 47, Main Pass Area. Contractor, Brewster-Bartle.

Hassie Hunt Trust, Et Al 1 J. G. Timolat, Jr. et al Unit 1, South Pass Block 24. Oil. Total Depth 10,010 feet. Perfs 8706-8710 feet. PT 162 BOPD on 8/64-inch choke. TP 1400 pounds. Grav. 32, GOR 745-1. Block 24, South Pass Area. Contractor, Offshore Drilling Company.

1 J. G. Timolat, Jr., et al Unit 2, South Pass Block 24. Oil. Total Depth 9600 feet. Perfs 8494-8504 feet. PT 239 BOPD on 11/64-inch choke. TP 1300 pounds. Grav. 32, GOR 797-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

1 State Lease 2484 Unit 5, South Pass Block 24. Oil. Total Depth 9500 feet. Perfs 8714-24 feet. PT 179 BOPD on 10/64-inch choke. TP 1250 pounds. Grav. 31, GOR 480-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

1 State Lease 2484 Unit 7, South Pass Block 24. Dual Oil. Total Depth 8903 feet. Perfs 8673-80 feet. PT 118 BOPD & 141,000 CFGPD on 10/64-inch choke. TP 1900 Pounds. Grav. 27.7, GOR 712-1. Perfs 8206-14 feet. PT 204 BOPD & 131,000 CFGPD on 10/64-inch choke. TP 1250 pounds. Grav. 28, GOR 642-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

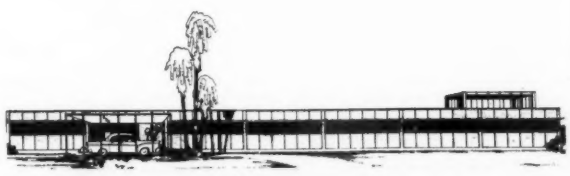
1 State Lease 2484 Unit 9, South Pass Block 24. Oil. Total Depth 9000 feet. Perfs 8714-24 feet. PT 179 BOPD on 10/64-inch choke. TP 1150 pounds. Grav. 32, GOR 684-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

1 State Lease 2484 Unit 10, South Pass Block 24. Dual Oil. Total Depth 9010 feet. Perfs 8688-94 feet. PT 195 BOPD on 10/64-inch choke. TP 1425 pounds. Grav. 29, GOR 487-1. Perfs 8137- 44 feet. PT 192 BOPD & 147,000 CFPD on 10/64-inch choke. TP 1050 pounds. Grav. 29.4, GOR 764-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

1 State Lease 2484 Unit 11, South Pass Block 24. Oil. Total Depth 8910 feet. Perfs 8654-58 feet. PT 239 BOPD on 11/64-inch choke. TP 1200 pounds. Grav. 31, GOR 915-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

1 State Lease 2484 Unit 14, South Pass Block 24. Oil. Total Depth 8500 feet. Perfs 8364-72 feet. PT 202 BOPD on 9/64-inch choke. TP 1155 pounds. Grav. 31.1, GOR 211-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

1 State Lease 2484 Unit 15, South Pass Block 24. Oil. Total Depth 8912 feet. Perfs 8778-82 feet. PT 40 BOPD & 2,050,000 CFGPD on 10/64-inch choke. TP 2700 pounds. Grav. 49.6, GOR 51,250-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.



Construction has begun on this combination office, laboratory, and manufacturing building for Ruska Instrument Corporation in Houston. Ruska, whose line includes geomagnetic equipment will utilize the center of the one-story structure for laboratories and the remainder for offices and manufacturing.

Exclusive Distributor
for
Louisiana, Mississippi, Alabama

BALDT ANCHORS & CHAIN

Large Spot Stocks of Chain, Anchors, Connecting Links, Swivels, Chain Stoppers.

Largest Gulf Stock of wire rope, shackles, turnbuckles.

Life saving equipment.

DREYFUS SUPPLY AND MACHINERY CORP.

2122 Kentucky Street
New Orleans, Louisiana

Day Phones
Whitehall 4-3367
Whitehall 4-3368

Night Phones
WH 5-0244
TW 9-9734

E. Emile Rackle Communications, Inc.

Specialists in designing communication systems for specific offshore and inland petroleum operations.

A staff of highly trained technicians to handle your communications problems.

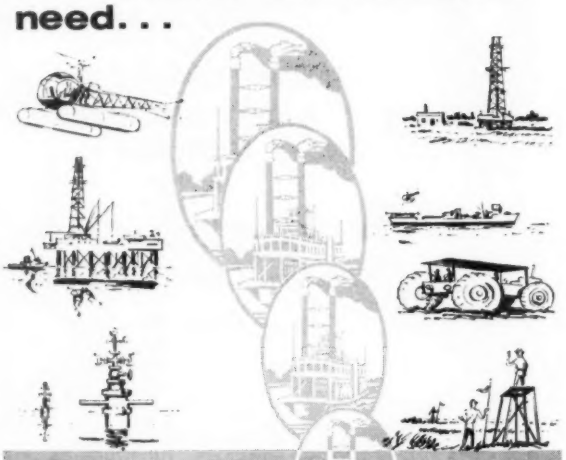
3847 AIRLINE HIGHWAY
New Orleans 20, La.
VErnon 3-2748 • VErnon 3-6535

STEEL BARGES

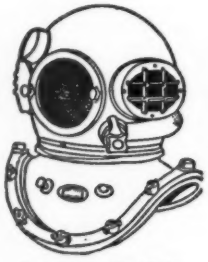
Thomas Jordan, INC.

NEW ORLEANS, LA. • JAckson 2-4391
Night • UN 6-0210 • VE 5-0826 • AU 2328

For EVERY oil insurance need. . .



HARDIN AND FERGUSON
INCORPORATED
INSURANCE
Brokers • Adjusters • Agents
339 Carondelet St.
New Orleans 12, La.
TUlane 4401
SINCE 1948
"NEW ORLEANS' OLDEST INSURANCE FIRM"



Ph. HE 6-7371
or GR 7-1824 — HE 9-2319
ELLIOTT
MARINE DIVERS
Workmen's Compensation Insurance
Submarine Pipelining A Speciality
Box 5512, Drew Station
Lake Charles, La.

EXPLORATION VESSELS . . .

DANTZLER BOAT RENTAL CO.
P. O. Box 377
Pascagoula, Miss.

(continued from preceding page)

1 State Lease 2484 BLD "D" Unit 16, South Pass Block 24. Dual Oil. Total Depth 8900 feet. Perfs 8788-94 feet. PT 184 BOPD & 134,000 CFGPD on 10/64-inch choke. TP 1350 pounds. Grav. 29.8, GOR 728-1. Perfs 8339-55 feet. PT 188 BOPD & 127,000 CFGPD on 10/64-inch choke. TP 1000 pounds. Grav. 28.8, GOR 675-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

1 State Lease 2484 BLD "D" Unit 17, South Pass Block 24. Oil. Total Depth 8901 feet. Perfs 8582-85 feet. PT 165 BOPD & 107,000 CFGPD on 10/64-inch choke. TP 1250 pounds. Grav. 28, GOR 647-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

D-1 State Lease 2484 BLD Unit 18, South Pass Block 24. Dual Oil. Total Depth 8900 feet. Perfs 8490-96 feet. PT 194 BOPD & 147,000 CFGPD on 10/64-inch choke. TP 1700 pounds. Grav. 29.6, GOR 758-1. Perfs 8190-8202 feet. PT 189 BOPD & 158,000 CFGPD on 10/64-inch choke. TP 1000 pounds. Grav. 29.4, GOR 772-1. Block 24, South Pass Area. Contractor, Penrod Drilling Company.

Shell Oil Company 2 state Lease 2565, Burrwood. Oil. Total Depth 10,505 feet. Perfs 10,299-328 feet. PT 180 BOPD & 160,000 CFGPD on 7/64-inch choke. TP 2360 pounds. Grav. 36.3, GOR 889-1. South Pass Area.

23 State Lease 1357, Main Pass Block 69. Oil. Total Depth 8168 feet. Perfs 8015-29 feet. PT 179 BOPD & 78,000 CFGPD on 9/64-inch choke. TP 1075 pounds. Grav. 29.4, GOR 433-1. Block 69, Main Pass Area.

21 (OCS 0352), State Lease 1011, South Pass Block 27. Oil. Total Depth 9048 feet. Perfs 7861-76 feet. PT 118 BOPD & 86,000 CFGPD on 8/64-inch choke. TP 425 pounds. Grav. 25.3, GOR 728-1. Block 27, South Pass Area.

23 (OCS 0353), State Lease 1012, South Pass Block 27. Oil. Total Depth 6865 feet. Perfs 6772-85 feet. PT 157 BOPD & 88,000 CFGPD on 9/64-inch choke. TP 800 pounds. Grav. 25.8, GOR 560-1. Block 28, South Pass Area.

24 (OCS 0353), State Lease 1012, South Pass Block 27. Oil. Total Depth 6953 feet. Perfs 6770-85 feet. PT 300 BOPD & 131,000 CFGPD on 13/64-inch choke. TP 925 pounds. Grav. 25, GOR 436-1. Block 28, South Pass Area.

St. Mary Parish

Phillips Petroleum Company B-4 (OCS 0474), Eugene Island Block 128. Dry. Total Depth 7866 feet. Block 129-A, Eugene Island Area.

The Pure Oil Company 4 (OCS 0197), State Lease 833, Eugene Island Block 32. Oil. Total Depth 10,770 feet. Perfs 16/10,696-700 feet. PT 56 BOPD & 677,000 CFGPD on 9/64-inch choke. TP 2150 pounds. Grav. 37.6, GOR 12,143-1. Block 32, Eugene Island Area. Contractor, Kerr-McGee.

Sinclair Oil & Gas Company A-3 (OCS 0439), Eugene Island Block 188. Temporarily Abandoned. Total Depth 12,000 feet. Block 190, Eugene Island Area. Contractor, Rimrock Tidelands.

Terrebonne Parish

Gulf Oil Corporation C-23 (OCS 0455), Ship Shoal Block 154. Dual Oil. Total Depth 10,270 feet. Perfs 9656-9666 feet. PT 220 BOPD & 77,600 CFGPD on 10/64-inch choke. TP 1500 pounds. Grav. 33.4, GOR 353-1. Perfs 8798-8808 feet. PT 208 BOPD on 9/64-inch choke. TP 850 pounds. Grav. 37.4, GOR 358-1. Block 154, Ship Shoal Area. Contractor, Salt Dome Production Company.

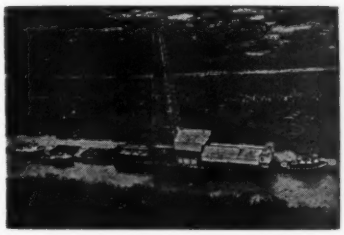
Shell Oil Company 1 (OCS 0582), Ship Shoal Block 139. Dry. Total Depth 12,865 feet. Block 116, Ship Shoal Area. Contractor, Ocean Drilling & Exploration Company.

Vermilion Parish

Continental Oil-Zapata 1 (OCS 0169), State Lease 1372, Vermilion Block 96, Wildcat. Dry. Block 96, Vermilion Area. Contractor, Zapata Off-Shore Company.

GM DIESEL POWER
General Motors Diesel Engines
Sales Service Parts
— Distributors —
Onan Electric Plants
Package Boat Deals
BRADY ENGINE COMPANY
Houma Berwick Louisiana Galliano
Onan

CENAC TOWING CO.



- Crude Oil Transportation
- Deck Barges
- Water Barges
- Drilling Barge Moving
- Diesel fuel delivery to drilling barges and drilling locations

Houma Louisiana
Phone: 2-2413

BENDIX APELCO
DECCA RADAR
FOR SALES & SERVICE

AIR SERVICE
For Communications, Sounding Equipment, Radar
F & L INDUSTRIAL ELECTRONICS SERVICE
3905 Magazine St.—Phone: Day TW 9-6313
New Orleans 15, La. Night WH 5-4147

Bright Economic Future Held For The Natural Gas Industry

The American Gas Association reports, despite the Memphis decision and the economic recession, the natural gas industry is going ahead with record-breaking expansion plans. The gas industry is expected to spend nearly two billion dollars this year on construction of new production, distribution, transmission, storage and general administrative facilities.

Major part of the expansion program, or a little more than a billion dollars, will be spent for extension and development of new pipelines by pipeline and integrated companies. Distribution companies have budgeted approximately half a billion dollars this year to handle new customers, while production expenditures are estimated in excess of $150,000,000; storage facilities at $75,000,000; and general expenditures at $60,000,000.

Many gas companies had already appropriated huge budgets for construction this year. After the Memphis decision many of these companies indicated that they might not go ahead with their plans until they were sure it would be possible for them to obtain the higher rates necessary to justify expansion.

Earlier this year, for instance, Tennessee Gas Transmission Company indicated it would spend about $150 million in capital outlays for all purposes in 1958. Then Gardiner Symonds, president, announced that the company's planned pipeline expansion for the year would be cut about 40 per cent because of the insecure rate situation produced by the Memphis case and the possible effects of the recession on natural gas consumption.

Recently, several gas companies have obtained higher rate agreements from all of their customers and are now in a position to proceed with expansion plans. It is estimated that in the next few months approximately 80 percent of the gas companies contemplating expansion, including TGT, will put their programs into effect.

Among the gas pipeline companies who have successfully negotiated rate increases with their customer companies either in whole or in part, and who are now moving forward with expansion programs are, Texas Gas Transmission Company, Michigan Wisconsin Pipe Line Company, Texas Illinois Pipe Line Company, Natural Gas Pipe Line Company of America, Tennessee Gas Transmission Company, Southern Natural Gas Company, and Transcontinental Gas Pipe Line Company.

Although the Memphis decision has delayed the industry's expansion program, contributed to the decline in steel production and had a major effect on general economic conditions throughout the country, the situation is rapidly readjusting itself and it looks like a steadily rising last-half year and a larger jump for early 1959.

In 1957 the gas industry added a million new customers. In 1958 another million should be added to the 31 million already on the lines.

The American Gas Association forecasts 43.7 million gas customers by 1970. It reports that the gas utility and pipeline industry will spend more than $36 billion for construction in the next 12 years, with construction expenditures reaching an annual peak of $3.6 billion in 1970.

A. M. Byers Company Reports A Profitable Second Quarter

A profitable second fiscal quarter was reported recently by A. M. Byers Company, one of the leading producers of wrought iron, specialty steels, and PVC plastics.

Net profit after taxes for the January-February-March period was $37,050 on net sales of $5,302,487. This marked the eighth consecutive profitable quarter for the Pittsburgh firm.

Total net profit after taxes for the first six months of the fiscal year was $86,250 on net sales of $10,159,031.

In his report to shareholders, B. M. Byers, president, attributed a renewed wave of interest in the firm's wrought iron products to the introduction of new 4-D wrought

(continued on next page)

POWER BY KENNEDY

. . . aboard this 32′ all-steel crew boat whose 38.3 m.p.h. makes her the FASTEST boat of her type IN THE WORLD. Twin screw, she is powered by two GM Series 6-71B marine diesel engines supplied by . . .

KENNEDY MARINE ENGINE CO.

GM GENERAL MOTORS DIESEL POWER

Distributors of General Motors Diesels, Onan Gasoline and Diesel Electric Plants, Bendix Depth Recorders, Surrette Marine Batteries. Call today for quick service.

GM GENERAL MOTORS DIESEL POWER

BILOXI, MISSISSIPPI

P. O. Box 915 Phone ID 2-1531

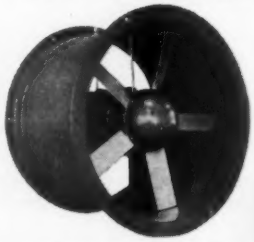
Daly — Contracting de Venezuela

Underwater-Elec-Welding & Arc Cutting.
Oxy-Hydrogen-Cutting.
General Diving Inspection & Recommendation.
General Underwater Construction.
SubMarine Pipe Line Inspection. Certified Panama Canal & United States Navy Salvage Diver.

For further information Tel. 76.671 or write to "DALY" Apardo 488, Maracaibo. Cable: DALYCON

Reed SPECIALIZED AIR MOVING EQUIPMENT

for the Marine and Oil Industry



The Reed line of industrial ventilating equipment consists of exhaust fans, tube-axial fans, axial flow blowers, roof ventilators, man coolers and bug fans. The Reed engineering staff is ready to advise or assist in the solution of any special ventilation or air moving problem.

REED UNIT-FANS, INC.
1001 SAINT CHARLES AVE. NEW ORLEANS 8, LA

Financial

(continued from preceding page)

iron last February.

Mr. Byers concluded his report by stating that the firm has noted a definite leveling off of the downward trend. He expects earnings for the second half of fiscal 1958 to be better than those reflected in the first six months.

ALCO Reports Quarterly Earnings of 78 Cents

ALCO Products, Inc. has reported net earnings of $1,436,000 or 78 cents per common share, for the first quarter of 1958. This compares with $527,000 or 26 cents per common share in the same period of 1957, when production was disrupted by an eleven-week strike.

Standard Of California To Issue Long-Term Debentures

R. G. Follis, chairman of the board of Standard Oil Company of California, announced the company plans to issue $150,000,000 worth of long-term debentures.

The money will be used to refinance a bank obligation of $50,000,000 due this year and to provide additional capital for the company's over-all program.

The underwriting will be headed by Blyth & Co., Inc. and Dean Witter & Co. It is anticipated the debentures will go on the market this month after clearance by the Securities and Exchange commission.

First Quarter Income Of Continental Oil Co. Down

Consolidated net income of Continental Oil Company during the first quarter of 1958 was $10.7 million as compared with net income of $13.6 million during the corresponding quarter of 1957. Net income per share was equivalent to 55 cents and 70 cents in 1958 and 1957, respectively.

Industry-wide unfavorable developments were named the chief cause of the decline in Continental's earnings. Demand for petroleum products has been lower in 1958 than in 1957 and crude oil production in major producing states was reduced by conservation authorities through stricter proration.

The combination of lower prices for refined products and lower volumes of sales resulted in a decline in Continental's gross income from $154.5 million for the first quarter of 1957 to $140.5 million for the first quarter in 1958.

Oil Man's Calendar

JUNE

2-4 University of Texas, short course and conference on automation and computers. University of Texas campus, Austin, Texas.

2-4 Petroleum Electric Power Association annual meeting. Texas Hotel, Fort Worth, Texas.

4-5 San Francisco Bay Area oil industry safety conference. Claremont Hotel, Berkeley, California.

5-7 National Oil Scouts and Landmen's Association, annual meeting. Mayo Hotel, Tulsa, Oklahoma.

22-27 American Society for Testing Materials, annual meeting and exhibit. Hotels Statler and Sheraton-Plaza, Boston.

28-JULY

2 Petroleum Equipment Suppliers Association, twenty-third annual meeting. Chateau Forntenac, Quebec.

AUGUST

14 American Petroleum Institute, Oil Information Committee Steering Committee meeting. Waldorf-Astoria Hotel, New York City.

SEPTEMBER

3-5 American Petroleum Institute Oil Information Committee meeting. Hotel Statler, Boston.

10-12 National Petroleum Association, 56th annual meeting. Traymore Hotel, Atlantic City, N. J.

15-16 Independent Natural Gas Association of America, annual membership meeting. Roosevelt Hotel, New Orleans.

30-OCT.

1 American Petroleum Institute Executive Committee of Board of Directors. Greenbriar Hotel, White Sulphur Springs, West Virginia.

OCTOBER

5-8 Society of Petroleum Engineers of AIME, fall meeting. Houston, Texas.

1-3 American Association of Oilwell Drilling Contractors, 18th annual meeting. Adolphus and Baker Hotels, Dallas, Texas.

12-16 Oil Progress Week.

13-15 AGA annual convention. Atlantic City, N. J.

16-17 Society of Petroleum Engineers of AIME, Southern California petroleum section fall meeting. Biltmore Hotel, Los Angeles.

19-21 National Association of Oil Equipment Jobbers, annual convention & trade show. Hotel Adolphus, Dallas, Texas.

23-24 Western Petroleum Refiners Association, annual session on refining technology & industrial relations meeting. Rufus Garrett Hotel, El Dorado, Arkansas.

27-28 IPAA annual meeting, Statler-Hilton Hotel, Dallas, Texas.

FOR THE OFFSHORE OIL FIELDS . . .

MARINE
•
ELECTRICAL
•
INDUSTRIAL
SUPPLIES

L. F. GAUBERT & CO.

700 S. Broad St. New Orleans, La.

PROFESSIONAL LISTING

L. K. HOMYER *marine consultant*

503 THIRTY-SECOND STREET, NEWPORT BEACH, CALIFORNIA
ORiole 3-7353

DESIGNS
SUPERVISION

SURVEYS
CONSULTATION

Arthur D. Darden

NAVAL ARCHITECT
AND MARINE ENGINEER

JACKSON 2-0274
505 CIVIC CENTER BUILDING
NEW ORLEANS 12, LOUISIANA

Eustis Engineering Company

Consulting Foundation Engineers
Borings — Test — Analyses
for Offshore Structures

3635 Airline Highway VE-5-8476 Metairie, Louisiana

H. NEWTON WHITTELSEY, Inc.

NAVAL ARCHITECTS MARINE ENGINEERS

17 BATTERY PLACE, NEW YORK 4, N. Y.
WHitehall 3-6280 Cable: WHITSHIP

1200 St. Charles Ave. MA 5281 New Orleans, La.

BEDELL & NELSON ENGINEERS

Incorporated

DESIGN — SUPERVISION — REPORTS

Bridges, Docks, Buildings, Foundations, Marine Structures
Power Plants, Roads and Railroads, Shops, Utilities

ROBERT H. MACY

Naval Architect and Marine Engineer

Designs *Estimates*
Reports *Consultation*

Specializing in Work Boats and
Floating Equipment for Offshore Drilling

Phone SOuth 2-5667 P. O. Box 711
Pascagoula, Mississippi

MORRIS GURALNICK

NAVAL ARCHITECTS
MARINE ENGINEERS
341 Market St. San Francisco 5, Calif.

SHIP DESIGNS
MARINE STRUCTURES
CONVERSIONS
WORK BOATS
RESEARCH
SURVEYS

WRITE FOR FOLDER

Houston: Dickinson 8-3401
New Orleans: WHitehall 9-2713

THOMAS L. STANLEY, JR.

Naval Architect — Marine Engineer
SURVEYOR — CONSULTANT — APPRAISER
Texas — Gulf Coast

3722 Bayou Circle
Dickinson, Texas

Phone: WOodlawn 2-2225
(Day or Night)

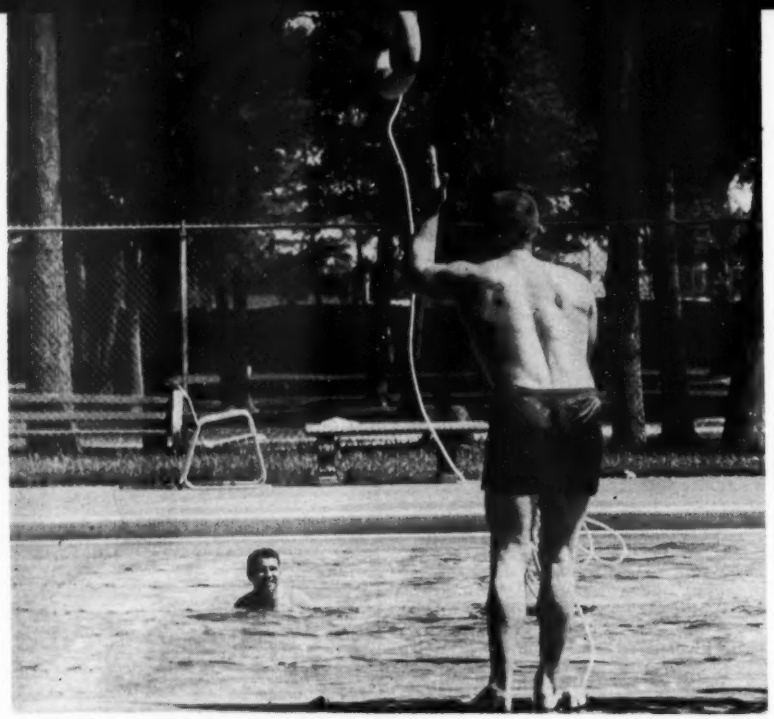
Cable: "Captain Van"
Mail: P. O. Box 333
GROVES, TEXAS

Captain Van Est. 1946 *"Surveyor & Compass Man"*

INDEPENDENT MARINE SURVEYOR
CERTIFIED MARINE COMPASS ADJUSTER
(Oil Barges to Ocean Liners)

Capt. J. F. Vandegrift & Co.
Master Mariners—Oceans

On Call – 24 Hours A Day
Louisiana & Texas



A method for rescuing men who fall from a boat or an offshore platform is the deck extension used here by one member of Seismic Party 218 during the "SOS" course in Houston. When the ring buoy is not available, a rope, a towel or a pole can be extended to the victim.

Red Cross course teaches . . .

Survival Offshore

A SNAGGED exploration boat sinks beneath the waves leaving all aboard bobbing on the surface . . . or perhaps it's an offshore platform that loses its footing in shifting sand and deposits its crew in the drink.

Then such little things can mean the difference between drowning and surviving—an empty grease can or a piece of floating debris—knowing how to inflate a pair of trousers as a makeshift life preserver.

To aid those men who search the seas for oil a special offshore survival course has been established at Houston by the Houston-Harris County Chapter of the American Red Cross.

Already, one class has graduated, and a second session open to all offshore personnel has been tentatively scheduled for this fall.

First group to take advantage of the "SOS" course was Shell Oil Company's Seismic Party 218. Water safety practices which they learned, better equipped them for carrying on their seismic work off the Texas coast.

To attend the courses one man drove 400 miles from Mississippi, and others came from distant points in Texas and Louisiana.

The eight-hour course — spread out over eight weeks and conducted largely at the University of Houston's outdoor swimming pool — covered personal survival without benefit of equipment, as well as with the use of improvised flotation equipment and boats.

Also, the course teaches basic rescue techniques and applicable first aid skills.

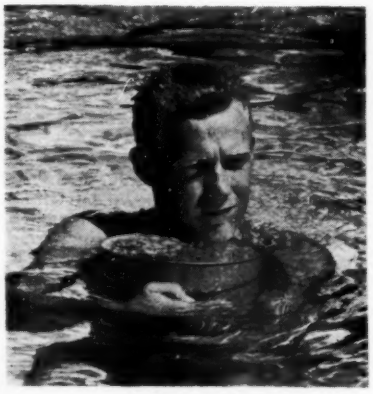
Aim of the course, says Ed Haapaniema, Red Cross director of first aid and water safety for Harris County and Houston, is to give limited swimmers confidence and teach them how to react in the water if an accident occurs.

"In the majority of drownings, I believe panic is a major contributing factor," Haapaniema said.

"We teach the men that minimum effort is required to stay on top of the water and not to try to swim to shore."

Among the valuable lifesaving aids participants learn is how to swim underwater to avoid burning crude oil on the surface, and how to make a free-swimming rescue of a drowning person.

Proper method of effecting a swimming rescue is demonstrated by G. R. Methvin of Shell Seismic Party 218. Participants in the Specialized offshore survival course are taught to use this only as a last resort and in the process learn how to escape when a victim "latches on."



Clinging to a bucket can keep a shipwreck victim afloat for a long time. Other simple flotation devices can be fashioned by removing pants or shirt, tieing knots in shirt sleeves or pants legs and forcing air bubbles underneath the water-soaked garments.

NEW ALL-BRONZE LST VERT. BALLAST PUMPS

Gardner-Denver vertical pump–8" suction–6" discharge–1500 GPM–56' head. Powered by 30 HP type DN Century motors–230 VDC–frame 375-S. Controller Cutler-Hammer full magnetic, bulletin 6942–drip-proof, with push-button control, overload & low voltage protection. Excellent for aux circulating, ballast, booster, etc. NEW, in original crates.

The Boston Metals Co.

313 E. Baltimore St. Baltimore 2, Md.
ELgin 5-5050 LEXINGTON 9-1900

FOR SALE

Offshore Lease Maps
Texas and Louisiana

$2

Map of Possible Future
Marine Oil Provinces
Gulf and Caribbean

$2

OFFSHORE
Map Department

P. O. Box 977 Conroe, Texas

NEW ALL-BRONZE LSM VERT. BALLAST PUMPS

Vertical centrifugal pumps–1500 GPM @ 56' head. 30 HP–1750 RPM–flanged inlet 8"–flanged outlet 6". Application: ballast or circulating. Powered by Westinghouse 30 HP 440/3/60 1750 RPM drip-proof marine type motor. Complete with magnetic controller.

The Boston Metals Co.

313 E. Baltimore St. Baltimore 2, Md.
ELgin 5-5050 LEXINGTON 9-1900

OFFSHORE
FOREIGN & DOMESTIC

"Outstanding Job Applicants" are employed and seeking a change to better themselves. Most prefer a confidential service that protects their present position.

ACCREDITED
PERSONNEL SERVICES INC.

P. O. Box 6006 323 Bouny St.
New Orleans 14, La. Phone FOrest 6-9401

When you need–

BOATS

for

EXPLORATION-PRODUCTION

write, wire or call

GARDIN

OFFSHORE BOAT CO.

D. D. "Doc" Gardin Galveston Field Office
13126 Indian Creek Dr. Galveston Yacht Basin
Houston, Texas P. O. Box 806
Ph. HOmestead 5-6719 Phone 3-9628

MOTORS AND GENERATORS

1500 HP D. C. MOTORS

1500 HP—525 volts D.C.—600 R.P.M.—NEW—2-bearing continuous duty motors—manufactured by Westinghouse. In original crates. From Navy Destroyer Escort. SPECIFICATIONS: 2-bearing 1500 HP—525 volts DC—2270 amps—600 RPM—ambient temperature 40 C—class B insulation—2-bearing pedestal sleeve type—shunt wound—efficiency 94.23%. ONLY 6 AVAILABLE—BUY NOW AND SAVE. Suitable for steel mill drive—offshore oil rigs—rolling mill drive—dredge pump applications.

1200 KW GENERATORS

(2) Equal to new—manufactured by Allis-Chalmers. 1200 KW—525 volts D.C.—2290 amps—750 RPM—cooling self-ventilated—totally enclosed—separate excitation—continuous duty—class B insulation—mfg type M.H.C.—frog leg armature.

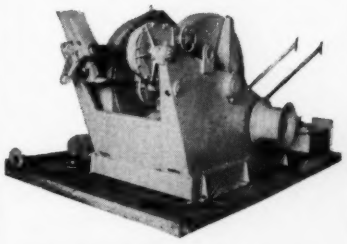
The Boston Metals Co.

313 E. Baltimore St. Baltimore 2, Md.
ELgin 5-5050 LEXINGTON 9-1900

ATTENTION SUPERIOR AND CLEVELAND ENGINE OWNERS

We can save you several thousand dollars of expense when your PTD or G 510 Superior blocks are leaking water at the bottom liner seals or when the top liner gasket seat is cracked. By having portable equipment, and by removing only pistons, cylinder heads and manifolds, your down time is cut to a minimum. For further information call or write COASTAL CASTING MARINE SERVICE, 2903 Gano, Houston, Texas, Phone CA 8-7885, Nites ME 5-0391.

10 NEW HEAVY DUTY LSM WINCHES



50,000 lb. line pull Jaeger stern anchor winches. Drum size 25" X 25"—will spool up to 1900' of 1¼" cable. Complete with torque converters and heavy duty Continental Industrial gas engines model R-6602—6 cyl—153 HP—radiator cooled. Torque converters will fit 6-71 diesels for conversion purposes. Units complete with level-wind devices. Excellent for pipe laying barges; mooring storage barges; tenders; and all types of floating rigs. Overall, front-to-back, 13' 9¼"—overall width 9'. Buy now and get what you want.

The Boston Metals Co.

313 E. Baltimore Street
Baltimore 2, Maryland
LExington 9-1900 ELgin 5-5050

RCA Names Caplan Manager Of Communications Products

Appointment of Norman Caplan as manager, communications products department, telecommunications division, Radio Corporation of America, was announced recently by T. H. Mitchell, general manager of the division.

Formerly manager, mobile products department, of Bendix Aviation Corporation, Caplan, in his new position, will be responsible for RCA's engineering, manufacturing, and marketing activities in the fields of mobile, microwave, and marine communications. He succeeds C. M. Lewis, who was recently named manager, marketing plans, RCA telecommunications division.

A graduate of Rensselaer Polytechnic Institute in 1940, with a B.S. degree in electrical engineering, Caplan has been responsible for basic contributions to the development of airborne radar and navigation equipment.

Caplan is chairman of the policy committee, mobile communications section, of the Electronics Industry Association, and a senior member of the Institute of Radio Engineers.

Baroid Announces Several Louisiana Appointments

Baroid Division National Lead Company has announced several new appointments in its Louisiana Baroid sales organization.

R. G. Jones has been appointed sales representative at Harvey, Louisiana.

G. S. Houser, formerly district manager in Abbeville, Louisiana, has been appointed district manager at Harvey.

B. M. George, formerly field representative at Lake Charles, replaced Houser as district manager at Abbeville.

Quality's the same... cost is less!

Ask the men who work on the rigs about the quality of Boatel food. They'll tell you they rank it right alongside home-cooking . . . and always have.

Ask us about the price. Boatel service is now the most economical in the field. We've recently made some economies in our operations and we're passing along these savings to our customers. *We'll be glad to submit a competitive bid on any offshore job that requires really good catering service.*

Write, wire or phone us.

BOATEL STEWARD SERVICE

GENERAL MARINE CORP.

The same outfit that delivers top-quality Deck & Engine Service for drilling tenders

P.O. Box 262 FOrest 6-1585
Peters Road, Harvey, La.

The Slush Pit . . .

"Honest to goodness, Sam, You're the laziest man I ever did see. You've been fired from every job you ever had," harped his wife.

"Well," drawled Sam, "nobody can call me a quitter."

A Texas tycoon rushed into the airport terminal and said, "Gimmie a ticket."

"Where to Sir?" asked the agent.

"Anywhere, son," boomed the Texan. "I've got business all over."

The crewboat operator wanted to marry a gal who would be a lady in the parlor, an economist in the kitchen and a hussy in the bedroom—what he got was a hussy in the parlor, a lady in the kitchen and an economist in the bedroom.

Cutie: "It is difficult to become a member of the nudist colony?"

Driller: "Nope, all you have to do is leave your name and undress."

He: "Are you ticklish on points of honor?"

She: "Yes, and under the arms, too."

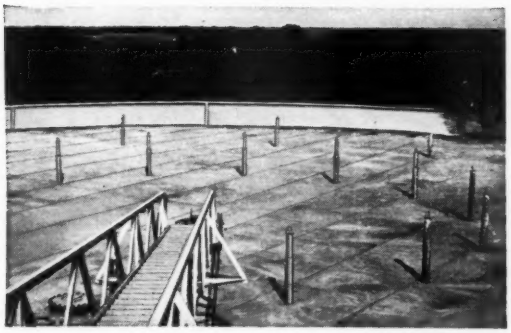
The middle-aged farmer came home with a new 18-year-old wife. He asked his eldest hired hand what he thought of her. The old man shook his head slowly. "Well, she's a mighty purty young lady, all right."

"Then what seems to be the trouble?"

"Oh, there ain't no trouble, Boss. It's just that I hate to see a man start out on a day's work so late in the afternoon."

Steno Lou: "For the life of me, I can't see why you want to marry that roughneck. He's just an everyday sort of man."

Steno Sue: "Shucks, Louisa, what more could any girl want in a husband?"



on shore . . .

or offshore

your own painter can
"COLD GALVANIZE"
any steel surface with...

DIMETCOTE

* the 100% inorganic zinc coating

any **PLACE**

any **TIME**

any **WHERE**

Dimetcote is absolutely unique. It is not a paint, it contains no oils, resins or any other organic materials, yet it can be applied by spray or brush. When Dimetcote is applied to steel, a reaction takes place at the surface which produces chemical bonding as well as physical adhesion. It is almost impossible to find the interface between Dimetcote and the steel.

Dimetcote has many unusual characteristics. It shows no visible change after more than ten years exposure to the most severe weather conditions – sun, heat, fresh and salt water. It is insoluble in all solvents and petroleum products. It is highly abrasion resistant, but if abraded through to bare steel, the coating will cathodically inhibit corrosion.

Now tanks and structures can be given the same protection that galvanizing affords, *plus salt water resistance*. Existing structures need not be dismantled and new structures can be coated either before or after erection. *Only one coat* of Dimetcote over a sandblasted surface is required to protect such structures as:

Tank Exteriors • Cargo Tanks in Tankers • Dam Gates • Structural Steel • Christmas Trees • Buoys • Floating Roof Tanks • Offshore Rigs • Water Tanks • Barges • Ship Decks • Stacks

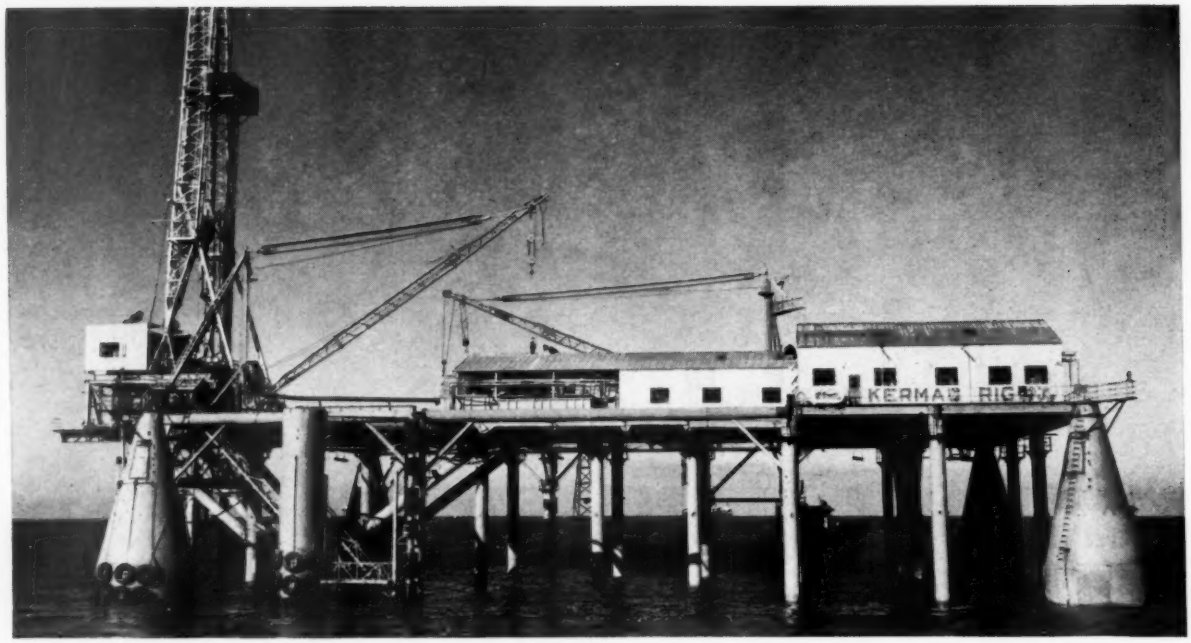
AMERCOAT CORPORATION Dept. F D
4809 Firestone Blvd., South Gate, California
Please send illustrated folder on Dimetcote

Name_____
Title_____
Company_____
Address_____
City_____ Zone___ State_____

Amercoat® **CORPORATION**

4809 Firestone Blvd., South Gate, California

921 Pitner Avenue, Evanston, Illinois
360 Carnegie Avenue, Kenilworth, New Jersey
2404 Dennis Street, Jacksonville, Florida
6530 Supply Row, Houston, Texas

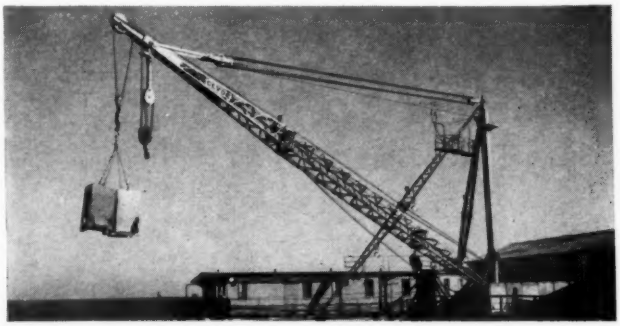


CLYDE DERRICKS and CLYDE HOISTS SERVE ON MASSIVE KERMAC RIG 47

Kerr-McGee Oil Industries, Inc. new Rig No. 47 is pictured above on location for Phillips Petroleum Company. Measuring 202 feet wide by 242 feet long, the new rig offers offshore platform space to spare with a maximum in stability. Built recently at Orange, Texas, Rig 47 was towed in two sections down the Sabine River and assembled at Sabine Pass before outfitting.

Materials handling equipment on this huge drilling rig had to meet tough specifications for reach, capacity and round-the-clock endurance. Two stiff-leg Clyde derricks operating with Clyde electric hoists and swingers proved the answer. These derricks with 100-foot booms are positioned to serve the full area of the giant Texas deck. The hoists are powered by the rig's main diesel generators. Although the installation and service on drilling rigs are highly specialized, the Clyde equipment that was furnished on Rig 47 is standard equipment. This not only made possible substantial savings in design and construction costs, but also gave the strongest possible assurance of getting performance tested machinery. The all-welded booms and stiff-legs, rigid steel hoist frames and ball bearing shafts are but a few of the many Clyde quality features "right out of the catalog".

If dependable materials handling in any bulk or form is a problem that concerns you, check with Clyde. Find out why Clyde equipment pays *you* best.



CLYDE DERRICK BOOSTS MUD CANS FROM BOAT TO TOPSIDE. With 100-foot booms, the Clyde derrick on No. 47 reaches the extreme non-drilling end of the giant deck. At right, bulk mud cans are being unloaded from Kermac Work Boat III, anchored alongside rig.

For offshore, for ship or shore, Consult Clyde Marine Engineering Department

CLYDE RIC REPUBLIC INDUSTRIAL CORPORATION

CLYDE IRON WORKS, Inc.

Established 1899

DULUTH 1, MINNESOTA

HOISTS : DERRICKS : WHIRLEYS : BUILDERS TOWERS
UNLOADERS : CAR PULLERS : ROLLERS